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# **AUTOSPORT**

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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

November 15 1973 Volume 53 No 7

## CONTENTS

- 2 Pit and Paddock
- 8 Arizona 150: Clean sweep for STP Eagles
- 10 Purely Personal
- 12 Interview: Jochen Mass
- 14 Brands Hatch: Jarvis wins overall
- 16 POR: Boyce's convincing win
- 20 RAC Rally preview
- 29 Cork 20: A surprise win
- 30 Tune In: Formula One comes out tops
- 32 Correspondence
- 34 Road Test: VW Passat
- 36 Special Stage
- 43 Guyana: Poole best for Britain
- 44 Sports Extra

Stirling Moss made a motor-sporting comeback in a 750 trial last Sunday with Peter Gornier. Full report in Sports Extra.



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AUTOSPORT, NOVEMBER 15, 1973

## EDITORIAL

### Rallying at its best

At a time of general gloom with the persistent threat of petrol rationing and the declared state of emergency over electricity and coal supplies, motor sport enthusiasts should take heart that the 21st International RAC Rally of Great Britain seems certain to happen. Although that couldn't be guaranteed by the RAC when we went to press, the governing body have been in close touch with the Government over the issue and the subsequent trimming of the route seemed to be an adequate precaution.

This year's RAC must be considered potentially the best yet, the entry of 241 cars is huge and the quality is exceptional with the first 100 competitors all considered "fast boys" rather than drive-to-the-finish privateers. The route is also reflecting the identity of the rally. No longer is our premier rally just a join-the-dots exercise to take in all the forests available. York is a wonderfully friendly and accommodating city for the rally's base and it is also very well positioned with regard to the forest areas of our country. A new identity has appeared too with the nature of the stages—now a selection of fast and tight tarmac with unique stages such as the sewage works of Esholt but still with the best of the early rallies, the very tough forestry stages.

Best of all perhaps this year is our refreshed attitude to the rally as a British crew finally managed to win last year. We must not become nonchalant though, for behind the all-conquering Roger Clark/Jim Porter Escort there are seven Swedes, four Finns, two Frenchmen and one German—just in the first 15. Roger Clark's win last year also helped to stir-up the newspapers to the fact that the second most international sporting event next to the Commonwealth Games was happening here and that more people were going out to watch than any football or horseracing meeting ever attracts. It is disconcerting to remember that the rally has been sponsored by leading newspapers for many years now. The RAC Rally is incredibly under-sold and missed opportunities have been countless. We will begin to feel a little happier when the Daily Mirror can accord the rally with at least one page per day of the event. Will it be this year?

Let us just hope that it still takes place and that the powers-that-be have taken heed of the RAC press statement. . . . "The rally is an international event carrying worldwide prestige and to cancel it unless absolutely necessary would involve car and accessory manufacturers, sponsors and entrants, owners of land used for special stages, hotels and airlines, and many others, in losses amounting to hundreds of thousands of pounds."

#### our cover picture

Setting the rallying fever of forest stages, our front cover depicts one of the leading Group 1 contenders Colin McEneaney/Brian Coyle in their Chrysler Avenger on this year's Scottish.

Photo: Hugh Bishop



## RAC decide on G1 regulations

At the beginning of this week the RAC Motorsport Division announced the final regulations for next year's Castrol-backed Group 1 Championship, and as expected there are certain allowed modifications being permitted and a stricter control on cheating.

Eligible cars are those homologated by the FIA in Group 1 with four capacity classes: over 4000 cc, 2501 to 4000 cc, 1601 to 4000 cc and up to 1600 cc. Points will be scored on a 9-6-4-3-2-1 basis in each class at each round and when there are less than six entries in a class, that class will not be run. Where there are six or more entries in a class, but there are less than six starters, no points will be awarded. There is a manufacturers' championship as well as a drivers' series and manufacturers' points will be awarded relative to the highest placed competitor in a model of car (points cannot be accumulated by two or more cars of a similar model). The best eight results count.

All races will be between 80 kilometres and 120 kilometres and if a race exceeds 1 hour duration, the championship scoring system both for the manufacturers and drivers will be multiplied by a factor of two. All entrants wishing to compete in the series have to register with the RAC at a cost of £5 and the entry fee for each event will be £15, and there's a practice qualification limit of 110 per cent of the average time in the class.

With regards to scrutineering, immediately after each race the winning car in each class and certain other selected cars will be checked for ground clearance and weight. In addition a number of cars will be sealed at circuits for subsequent examination and should any irregularities be

found, all points gained by the car will be forfeited. Should the sealing found to be tampered with, the car will not be examined but all the points will be forfeited and the car, entrant and driver will be excluded from the championship for the rest of the year.

As previously mentioned there are strong safety measures being implemented regarding roll cage, seat belts, locking devices, bulkheads, fuel tanks, carpets, seats, etc. and the RAC have also clarified certain points regarding modifications. For instance, mechanical parts on the engine may be machined or hand finished within the limits and tolerances specified by the FIA to the exclusion of any additional material; the oil pick-up may be modified to prevent oil surge and the fitting of an oil cooler is permitted; limited slip diffs are permitted; springs are free but must fit original mountings and supports without any modifications whatsoever and must be of the same type; there are no tolerances on weight; the car supplied with all its petrol, etc. must be able to drive over a mass of 90 cm x 90 cm and 10 cm high placed on the longitudinal axis of the car; wheels must be those approved by the manufacturers of the car concerned and be of the same dimensions as stated on the Form of Recognition, and tyres are free subject to (a) tread width must not exceed wheel J section plus 1.5 in and (b) inflated width must not exceed wheel J section plus 3in.

Another interesting point is that where protests are lodged in accordance with the RAC GCRs on eligibility, costs may be awarded by the stewards against the protestant whose protest is not upheld.

## Groewood happy

One can expect some improvement schemes at certain Motor Circuit Development circuits before the 1974 season. Parent company Groewood Securities are very happy with the racing side of the business after its best ever year, helped by better weather and the introduction of other entertainments. MCD's managing director John Webb hopes to announce certain improvements before the end of this year in addition to an improved race programme at major meetings. He has already received a good number of Formula 1 entries for next March's Race of Champions at Brands and next year's Brands season also includes the British Grand Prix and the return of the World Sports car championship round.

## Ensign's F1s

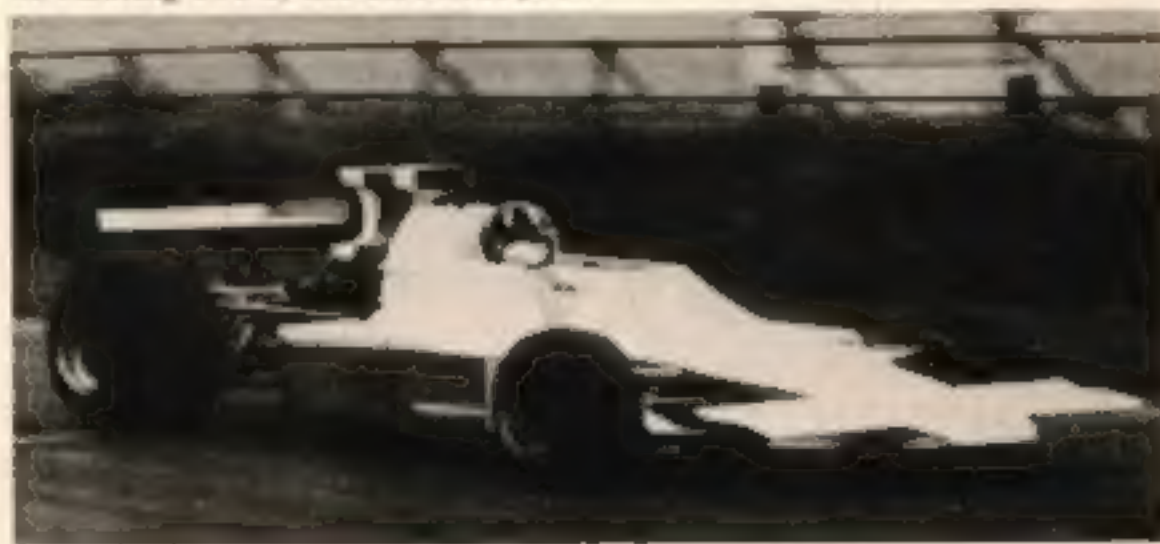
Rikki von Opel has signed a two-year contract with Ensign to drive the Formula 1 car and the team will leave for South Africa later this month to start a long test programme.

Next year the team will have a total of three cars available but they will only be taking two cars to South Africa. The first of the new cars, which will be known as N/174, will be lighter by about 50 lb than the current N/173. Morris Nunn the team manager said different suspension geometry has been designed for the new car and if found satisfactory the modifications would be applied to the existing car. The team will once again start the season without any major sponsorship but Nunn says "We are always open to serious discussion."

## The F1 Lola T370



Graham Hill was out testing the prototype Lola T370 F1 again at Snetterton last week. As can be seen the chassis follows the current flat top trend with a deep cockpit surround and wedge nose. Hill will be running two of the cars next year.



## Elf plan big F2 attack

At a press conference in France last week given by Elf and their top driver Patrick Depailler it was confirmed that the new Tyrrell number 2 driver would be driving a works F2 March next year with the blessing of Ken Tyrrell. Depailler will not be driving sports car however with the possible exception of Le Mans with Matra.

Depailler also took the opportunity to thank Elf for keeping faith with him after his leg breaking accident: "I thank my employers who have had confidence in me all the same despite this stupid accident." He said that he had set December 15 as the date for his first drive since the accident.

Francois Guiter of Elf said that there were plans to have four Elf 2s available for F2 next season and the drivers would be Jean-Pierre Jabouille, Michel Leclerc, Alain Serpaggi and Formula France graduate Patrick Tambay. Guiter said that the intention was not to compete in all the championship rounds but "five or six with priority to French races."

## Beltoise with BRM

Jean-Pierre Beltoise signed for BRM for a third year at the end of last week after a test session at Silverstone where he was able to try a modified engine. J-PB was suitably impressed with the improvement of the V12 that he agreed to put pen to paper. The times at Silverstone were not significant because of cold weather.

Also present at the same session was Arturo Merzario who was trying the car for the first time before considering a contract for next season. The Italian was nowhere near as quick as Beltoise and after a short talk with Louis Stanley left the circuit rapidly saying he wanted a few days to think it over as he also had offers from Shadow and Iso. Next season BRM will have a brand new car, the P201, to replace the P160 which has been used for the past two seasons. The new car however is unlikely to appear before the South African GP. European rumours suggest that the team will be sponsored by Black and White Whisky and when told of this Merzario said he could not sign. "I have a contract with Philip Morris, which forbids me to drive cars sponsored by other makes of cigarettes or alcohol."



## Pit and Paddock

# Ron Tauranac's new Trojan

The Trojan T102 is completely new from end to end. It is the first Formula 5000 car designed by Ron Tauranac, though it shows some continuity with his previous Formula 1 machines.

The tub is a light alloy monocoque with an 18 gauge inner skin, 10 gauge L72 front plate, and steel bulkhead. Bonded and riveted, the body has a 16 gauge outer skin around the fuel cells, forming the regulation crushable structure. There is injected polyurethane beneath the outer skin and also foam protection above the two fuel cells, which only occupy the rear halves of the side sections. The holes for the filler orifices are big enough to allow the bags to be changed in a hurry and precautions are taken to ensure that no fuel can leak into the foam during refuelling.

Triangular channels in the inner bottom corners of the side

enables softer suspension to be used, in which Ron Tauranac is a great believer. The steering rack and pinion and the anti-roll bar are in front of the suspension assembly.

Though the first chassis will have outboard front brakes, full provision is made for installing optional inboard brakes in due course. Indeed, the hubs are al-



The Trojan T102 features an all new tapered monocoque with deformable structure. The nose resembles the Brabham BT34 (below). The front suspension is designed to be soft hence the positioning of the spring/damper unit (above).

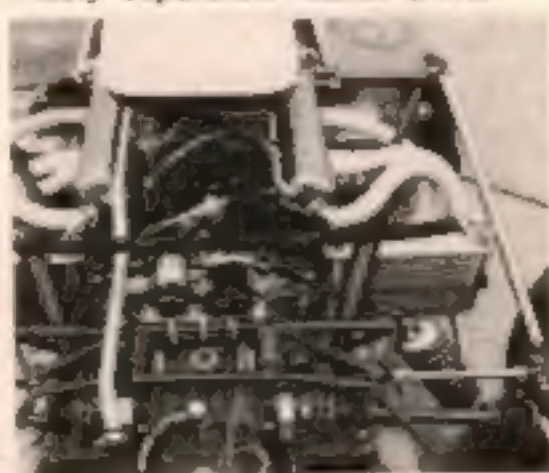


sections protect the water pipes and wires. The engine forms the rear beam of the chassis, being bolted to the bulkhead and with forces transmitted to the monocoque by triangular steel tubular members with rear attachment points at the bellhousing. This bellhousing is cast and machined to allow the gearchange linkage to pass through it, permitting direct connection with a straight tube. This necessitates the mounting of the Lucas starter motor at the front of the engine, with a driveshaft to the bendix, which attacks the flywheel in conventional fashion. The rear of the assembly is completed by a Hewland DG 300 5-speed gearbox, driven through a 3-plate Borg and Beck clutch, and the drive-shafts are by GKN with 100 Series constant velocity joints.

The chassis structure is fully jigged and every part of it is 100 per cent interchangeable. In front, the suspension is by wide-based tubular wishbones, with the spring-damper units out-rigged on triangulated tubular structures to get them as close to the uprights as possible. This

ready splined internally for the driveshafts to be fitted. In addition to reducing unsprung weight, this arrangement will allow brakes of larger diameter than can be mounted on the hubs to be used and these 11½ in discs, being thinner, add no weight. The outboard Lockheed brakes can now have their pads changed without caliper removal, while a small door in the front of the monocoque gives instant access for topping up and

Rear suspension is by single top and lower tubular links and widely separated radius arms.



bleeding.

Inboard rear brakes are standard. The rear suspension is by single top and twin lower tubular links, with two widely separated radius arms either side, picking up the monocoque at bulkhead level; the uprights are of A8 magnesium alloy. The wing assembly is mounted on a tubular sub-frame, at regulation height and behind the rear wheels. The Meimag wheels are centre-locking and driven by four pegs, size 13 in x 11 in at the front and 13 in or 15 in x 17 in behind.

Two front track widths are available, 65½ in or 83½ in, the narrow one being for very fast circuits where wind resistance is the primary consideration. There are two water radiators in series, one at each side, enclosed in pods which are shaped to give some downthrust, with cooling air ducts containing wire stone-guards. Between these nose sections is a central wing, of which the angle is fully adjustable. There will be some small trim tabs farther back.

The two oil coolers—only one will be needed in the more temperate countries—are carried well forward on either side of the bellhousing. Their location has been chosen to keep the rear wing in clean air. During testing, tail panels will be evolved to enclose the engine and transmission.

The steering column has an adjustable rake and, by an ingenious arrangement, the instruments move up and down with it, so that the wheel cannot be placed to obstruct their dials; this would be an improvement applicable to road-going cars. There is a moulded glassfibre cockpit surround, carrying a low screen.

The battery is at the right front of the engine, close to the starter, with the plug for a booster battery lead beside it. As far as possible, the electrical connections are kept in this area. A Fireater extinguisher system is installed. On the other side of the engine, a 2-gallon oil tank is situated, with a V-bottom to drain every last drop. The roll-over bar is entirely mounted on the monocoque and everything possible is attached to the car rather than to the engine, to permit quick changes of power unit.

Any of the 5-litre V8 engines can be used and the present tests are taking place with an Alan Smith carburettor unit. However, this is likely to be an injection year in F5000 and no doubt all the really competitive cars will be so equipped.

The Trojan T102 is a typical Ron Tauranac design, with many practical details resulting from his years of Formula 1 experience. In particular, an enormous amount of thought has gone into easing the mechanics' task, which will certainly pay dividends.

Dimensions: Track, front, 65½ in or 83½ in; track rear, 82½ in; wheelbase, 122 in; overall length, 115 in; height, 40½ in (top of intake); width, 62 in.

JOHN BOLSTER

# McLaren's writ on Yardley

The row between McLaren and Yardley has really hotted up over the past week. Last Thursday (November 8) Yardley issued a lengthy statement to the press to clarify the position between themselves and McLaren. The following day Teddy Mayer, joint managing director of Bruce McLaren



Teddy Mayer — libel writ.

Motor Racing, issued a writ of libel against Yardley in respect of their press statement.

For obvious reasons we are unable to reprint the statement which states Yardley's position. The basic position is that Yardley agreed to a modest increase in their budget for next year and said that they might accept a co-sponsorship deal with a compatible outside company if more money was needed. McLaren informed Yardley that they proposed to conclude an alternative sponsorship deal for 1974 but were prepared to run a single car in Yardley colours. Although this fell short of Yardley's legitimate expectations they agreed to the plan under certain conditions.

The problem arose when it was discovered who McLaren's prospective sponsors for 1974 were — Marlboro. This does not represent a compatible outside company to Yardley. Marlboro is, of course, from the Philip Morris Group while Yardley is a wholly owned subsidiary of British-American Tobacco and the two companies are big rivals.

Last week's statement ends: "Yardley of London is becoming anxious to see the matter brought to a conclusion which would safeguard its considerable investment in past, current and future promotions, particularly as the time is now at hand when firm forward commitments must be made. Meanwhile, although the Yardley offer still stands in principle, it must be emphasised that the basic situation still holds good—that Yardley have exercised their option to exclusive McLaren F1 sponsorship during 1974."





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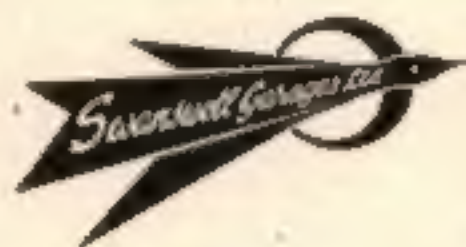
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## Pit and Paddock

# New F1 Surtees tests at Kyalami

Having its shakedown tests at Kyalami last week was the latest Surtees F1 prototype. Presumably the final version will be known as the TS16 but Surtees said "this is only the prototype; it's a mobile test bed. We shall be building next year's cars from the results of these tests."

The new car, painted red and white, is considerably different from this year's TS14. The monocoque is much more simple with a flat top surface and a deep taper from the cockpit towards the

Africa were on either side of the central wing support or in front of the rear wheels. These are angled parallel to the side of the car and rely on a low pressure area around the engine compartment and a high pressure area outside to draw the air through. The cockpit follows the current trend for high sides as does the full width nose.

All the initial tests have been carried out by John Surtees himself in conjunction of course with Firestone although both Jochen



The Surtees F1 prototype chassis which John Surtees has been testing in South Africa. It features a new flat-topped, tapered monocoque.

driver's legs. The car is also considerably lighter than the TS14 being "somewhere around the minimum weight level."

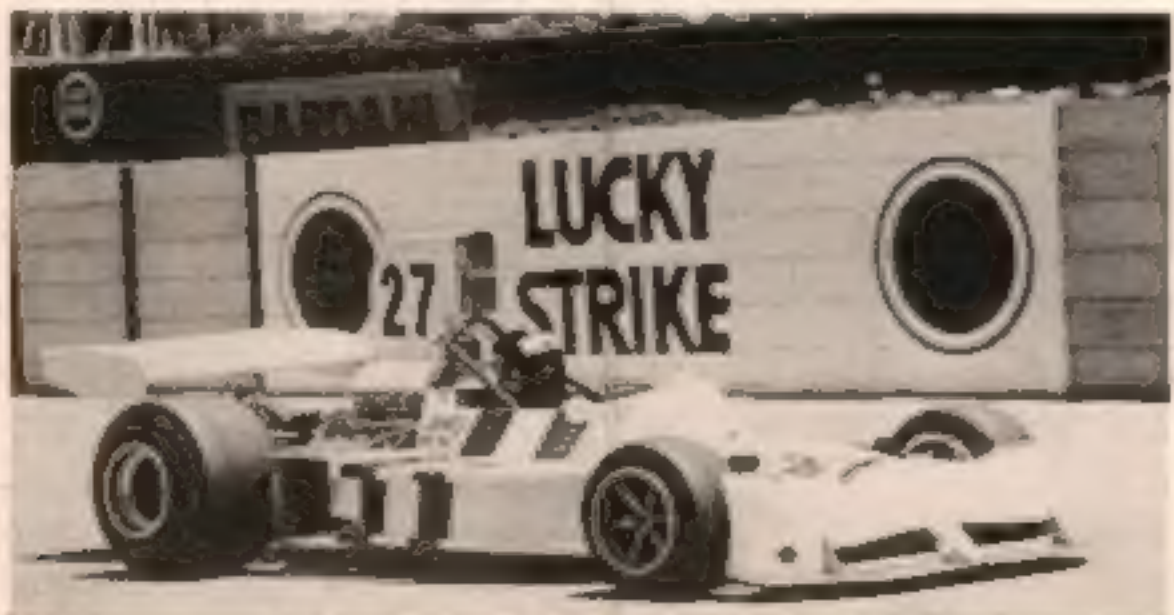
The suspension is slightly altered with new fabricated up-rights and modified pick-up points at the front while at the rear twin parallel bottom links are now mounted on an aluminium block at the bottom of the gearbox.

The position of the oil coolers has not yet been determined but positions being tried in South

Mass and Carlos Pace are present with a TS14 for pure tyre tests.

Also at Kyalami is the Hesketh March and James Hunt has been going very rapidly. Up to last Thursday his best time was 1 m 18.4 s compared to Emerson Fittipaldi's lap record of 1 m 17.1 s. The team are mainly concerned with tyre testing but Harvey Postlewaite is experimenting with oil radiator positioning and minor aerodynamic modifications.

James Hunt has been lapping Kyalami well under the lap record while tyre testing for Firestone in the Hesketh March.



## Carlos Reutemann's plans

Carlos "Lole" Reutemann confirmed recently that he has every intention of continuing with Bernie Ecclestone's Brabham team in 1974, and in a magazine interview he announced that he will be racing F1 Brabhams through to the end of 1975.

Speaking to the Argentine magazine *Corsa*, Reutemann said that he has high hopes for next year, when he will be seen at the wheel of a modified version of this year's successful BT42. "I have asked for the rear suspension to be widened and for the front aerodynamics to be altered, since the turbulence of other cars strongly affects the front of the BT42," he said, adding "I am also going to ask Bernie to buy me two new engines for next year, since the ones we used this year were the old type."

Reutemann also said that he would not have any Argentine sponsorship next year. "I was told several weeks ago that YPF (State fuel company) and CAP

(Argentine meat) would not continue. I wasn't particularly surprised because I knew they wanted to reorganise their arrangements following the change of government, and perhaps support another young personality.

"This means that I now have no sponsor, and that Bernie Ecclestone will himself be looking for other sponsorship to be found."

Commenting on reports that he would be seen racing in Formula 5000, "Lole" said he had spoken to American entrant Chuck Jones who had approached him with an offer for next year. Jones is known to have visited both Chevron and Trojan in the past couple of weeks, and he has also seen the new Brabham BT43. But Reutemann said he is still undecided: "I would want to be associated with a factory team, or a top class private team. This was Chuck Jones' offer, but nothing is settled because L&M has pulled out and there doesn't seem to be as much money in it as everyone thought."

## Interserie reorganised

The organisers of Interserie reorganised themselves last week "in order to assure the continuance of Interserie." They have decided that the former Interserie Association lacked adequate management and had to be reorganised. One delegate of each country organising races, one delegated entrant and one delegated driver will form the new Interserie-Union under the direction of Gerhard Haerle, former promoter of Interserie.

The new committee have already formulated next year's regulations and reported that there will be 10 to 12 races next year. The most important changes to the regs are: the engine size of push rod engines will be

limited to 8.3 litres and for free racing engines, 6 litres. In the case of an exhaust turbo-charger being used, the engine displacement capacity shall be reduced by the factor 1.4 according to the CSI rules and regulations. At every Interserie race the total prize money will amount to 100,000 Swiss francs. The races will be of two heats and a final with points being scored on a 20-15-10 . . . 1 basis for the first ten in the final.

A Sport 500 sub classification will be introduced for cars with 3-litre (F1) racing engines and 5-litre (F5000) push rod engines. This class will have a special distribution of points and prize money.

## SCCA move on CanAm and F5000

The SCCA competition board met at the beginning of this month to determine the future of F5000 and CanAm. The most dramatic idea to come from the usually reactionary body is that they join forces with USAC to jointly promote an F5000 series.

Not so long ago, such an accord would have been unheard of but the rising stature of the F5000 series and the number of drivers who want to compete in USAC and SCCA events is on the increase. In order for the two not to clash and thus allow the driver interchange, the joint promotion has been proposed.

The intention now is to avoid any clashes with F1 and CanAm. A prize fund of \$75,000 per race

has been proposed which is more than in all but three of this year's series.

As far as CanAm is concerned, the SCCA have reaffirmed after consultations with all parties that no changes will be made in engine regulations for 1974. The format of races though will be altered. All events will be run approximately to 200 miles with no refuelling.

Recognising the severity of the energy problem confronting the USA and to encourage new innovations to improve engine efficiency, the amount of fuel to be allowed for each race will be limited. The exact amount will be determined and announced in the near future.





## Supercar.

\* Road tests on the Ferrari BB, Maserati Bora, Lamborghini Countach, Intermeccanica Indra, De Tomaso Pantera etc. etc.

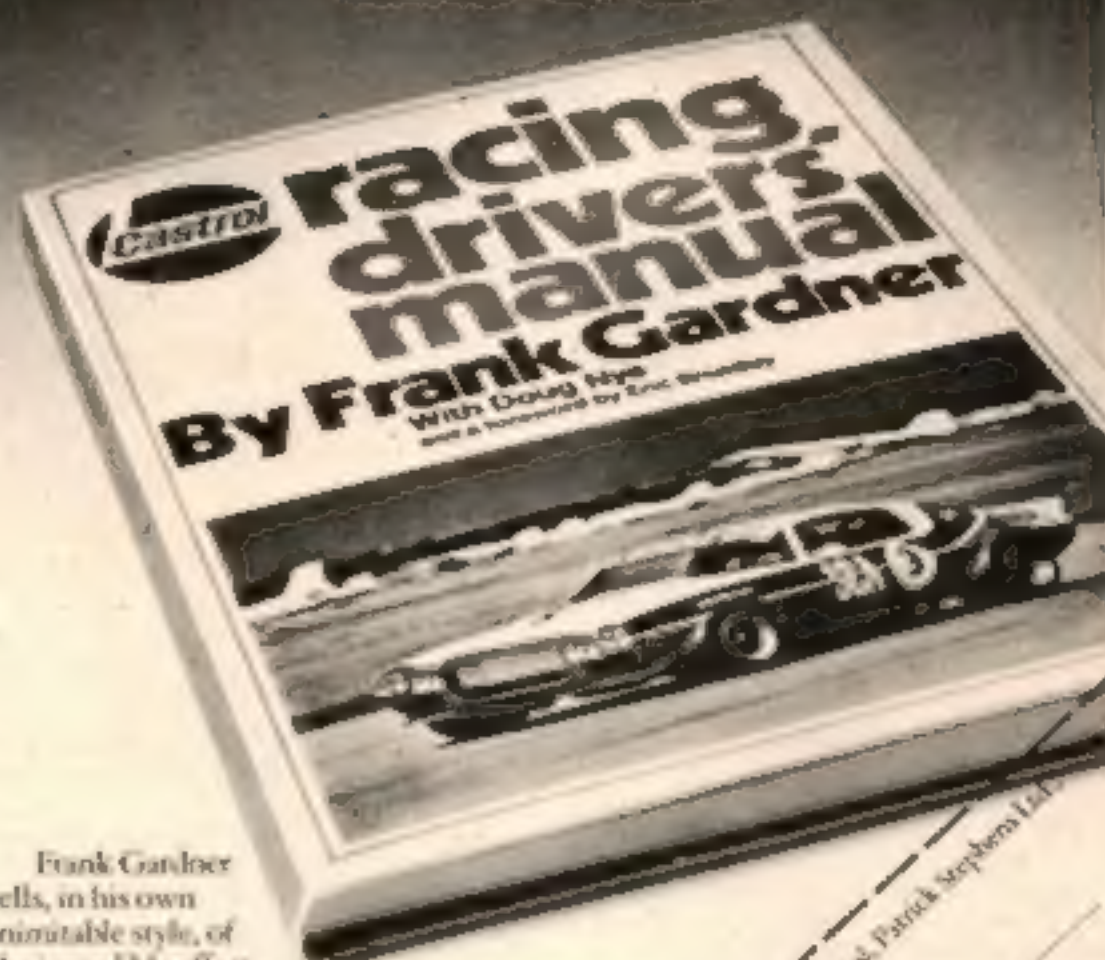
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# Pit and Paddock

## New McLaren F5000 tests

While wranglings between McLaren and Yardley continue over the team's F1 future, plans for participation in other classes are being established. The M25 F5000 is due for completion this week and the first day's testing will be carried out by McLaren F1 engine builder John Nicholson. Denny Hulme will take over when he returns from New Zealand on Thursday. Teddy Mayer said on Monday that there were no definite plans at the moment for participation in the American F5000 championship as they were awaiting news of the championship. He was not too encouraged by the current plans for a seven race series with varying amounts of prize money which the SCCA have recently announced.

What is certain though is that McLaren will compete at Indianapolis and in the USAC championship although no driver has yet been chosen.

## Elden FSV

Design Formula, the manufacturers of Elden cars, have just announced their latest model, the PH14 SuperVee. It is their first FSV model and is intended for the US and European markets. It features a new steel reinforced aluminium monocoque while the body has been developed by Glassfibre Mouldings in Ashford, Kent.

In the UK the PH14 will retail at £1,989 less engine and gearbox.

● Mrs Doreen Hough has asked us to thank all those who sent flowers, letters and cards to her following the tragic death of her husband, Brian, recently.

● The ex-Graham Hill F2 Brabham BT38 has been acquired by Scottish builder Tom Ogilvy who will enter it for Tony Charnell in libre events.

## Broadspeed sales

Two Broadspeed's triumphant Group 2 saloon cars were sold this week and will contend championship series in Sweden and the USA during 1974.

Broadspeed's unique Group 2 Capri, which won the Belgium Saloon Car Championship, was bought by Bo Emanuelsson, Sweden's touring car champion of the past two years, to contend his national championship next year. And Broadspeed's 2 litre BDA Escort campaigned successfully by Andy Rouse in the UK and Europe, was sold to Juan F. Montano of Chan Air Spring Inc. USA and he will contend the 1974 "TransAm" series.

Ralph Broad, Managing Director, said "Despite the sad demise of Group 2 racing in the UK the worldwide demand for our 1973 cars prompts me to believe that this type of racing is anything but over. Indeed we are already building 1974 Group 2 cars for customers in Europe and elsewhere. Likewise in this country we have already received many enquiries regarding the construction and build of both Group 1 cars and special vehicles to contend the new Super Saloon Series."

## STP plans

STP's European representative Nick Brittan is currently on a tour of Europe finalising the company's 1974 racing involvement. The recent introduction of new management in the USA has impressed his shareholders by an immediate saving of one million dollars by withdrawing from F1/F2, and Indianapolis and selling Andy Granatelli's plane.

STP's US involvement next season will probably be centred round Richard Petty's NASCAR programme while in Europe the company will continue to back individual drivers and cars and certain championships.

## Brands Hatch

This Sunday's Brands Hatch entertainment is organised by the Sevenoaks & District MC, who have received very full entries for each of their six races. Major highlight should be the over 1 litre saloon race in which regular winner Gerry Marshall (2.3 Firenze) comes up against Chris Meek's 2-litre Escort, Nick Whiting's Escort-FVA and Martin Kent's 5.9-litre Sunbeam Rapier with Ian Bax leading the Mini attack. The 1 litre saloons open the programme with John Homewood's Imp and Mo Mendham's Mini heading the list. The other saloon car action is provided by Mini 7s with Graham Wenham, Chris Tyrrell and Mick Moss leading the list.

The Brabhams of Peter Deal and Philip Guerola and the Marches of Jose Santo and John Brise head the 10 lap formula libre race and in the Formula Ford event are Syd Fox, Rob Wicken, Peter White, Bob Arnott and Patto Nunez. There's also a modified sports car event in which the Davrians of Bob Jarvis and Pat Longhurst take on Robin Gray's Morgan Plus 6, Bill de Selincourt's Jaguar E and Tony Dunderdale's Turner.

The first of the six 10 lap races starts at 1.30 pm.

## Championship positions

**Forward Trust Formula 1 Championship:** 1. Ian Williams, 44 pts; 2. Tony Brise, 42; 3. Richard Roberts, 32; 4. Mo Hanness, 24; 5. Leonel Friedman, 23; 6. Mike Wells, 20.

**Wells for Men Formula Ford Championship:** 1. Ted Wells, 43 pts; 2. Roger Manning, 40; 3. Stephen South, 40; 4. Dennis Shattuck, 29; 5. Peter Harrington, 28; 6. Richard Epre, 16.

**Britax Production Saloon Car Championship:** over 1100 cc: 1. Richard Lloyd, 36 pts; 2. Roger Bell, 27; 3. Gordon Spice, 16.

**1051-1100 cc:** 1. Bernard Uzell, 45 pts; 2. Derrick Bunt, 25; 3. Denis Thomas, 15.

**1001-1050 cc:** 1. Ivan Dutton, 31 pts; 2. Alan Foster, 22; 3. Peter Slade, 16.

**Up to 1000 cc:** 1. Tony Landfranch, 45 pts; 2. Eric Horwood, 18; 3. Peter Jepp, 15.

**Forward Trust Special Saloon Car Championship:** over 1300 cc: 1. Gerry Marshall, 44 pts; 2. John Pope, 17; 3. John Turner, 16.

**1001-1300 cc:** 1. John Wells, 37 pts; 2. Ian Briggs, 20; 3. Phil Winter, 14.

**851-1000 cc:** 1. Ray Payne, 51 pts; 2. Peter Monkhouse, 19; 3. John Hipkins, 8.

**Up to 850 cc:** 1. Peter Crouch, 54 pts; 2. Ken Ward, 14; 3. Graham Sayer, 13.

**Blue Circle Modified Sports Car Championship:** over 1000 cc: 1. John Pearson, 23 pts; 2. Brian Hough, 23; 3. Robin Gray, 12.

**2001-3000 cc:** 1. Ed Stephens, 39 pts; 2. Andy Fraser, 23; 3. John Kenwell, 22.

**1151-2000 cc:** 1. Jon Fletcher, 45 pts; 2. John Evans, 26; 3. Richard Jenvey, 11.

**Up to 1150 cc:** 1. Bob Jarvis, 30 pts; 2. Roger Cowdry, 27; 3. Andy Bailey, 17.

**Motoring News/Castrol Sports GT Championship:** over 1650 cc: 1. John Markey, 29 pts; 2. Tim Goss, 19; 3. Tony Charnell, 9.

**1001-1650 cc:** 1. Jeremy Lord, 47 pts; 2. Frank Allen, 29; 3. David Knowles, 9.

**Up to 1000 cc:** 1. Lynden Thorne, 51 pts; 2. Michael Andrews, 23; 3. Len Aylott, 22.

\* Points tie decided by class wins.

**Motorcraft Mexico Challenge 1973:** 1. Arjan Wilkinson, 60 pts; 2. Rod Mansfield, 67; 3. Tony Dean, 40; 4. David de Costa, 35; 5. Barrie Williams, 23; 6. Mike Freeman, 20.

**Reliant 750 Formula National Championship:** 1. Robin Smyth, 60 pts; 2. Mike Street, 39; 3. J. Richardson, 30; 4. John Gills, Geoff Smith, 28; 6. Martyn Whalley, 6.

**BP Visco Static Formula 1200 National Championship:** 1. Mike Taylor, 82 pts; 2. John Carby, 69; 3. P. Webb, 60; 4. Tim Goss, 55; 5. Andrew Armstrong, M. Roberts, 50.

**BP Formula Atlantic Championship:** 1. John Nicholson, 92 pts; 2. Colin Vandervell, 79; 3. David Purley, 71; 4. Ken Bailey, 36; 5. Tom Pryce, 32; 6. Geoff Fowler, 30.

**Shellport/Grogor Grant Crobman's Formula Championship up to 1000 cc:** 1. Martin Wynn, 54 pts; 2. Peter Cooke, 49; 3. Derek Walker, 36; 4. Martin Young, 33; 5. Craigston Brown, 30; 6. Peter Froude, 23.

**1001-1600 cc:** 1. Richard Mallock, 75 pts; 2. Vernon Davies, 27; 3. Frank Syner, 18; 4. Rob Coonan, 17; 5. Barry Foley, 14; 6. Noel Stanbury, 12.

**STP Production Sports Car Championship up to 11,200 cc:** 1. Geoff T. 159 pts; 2. Tony Mathew, 90; 3. Andrew Chapman, 80; 4. Mrs Mick Chisenden, 48; 5. Mike Chisenden, 27; 6. Charles Wadsworth, Stuart Hurten, 12; 11,200-11,425 cc: 1. Shaun Jackson, 180 pts; 2. Ben Haskins, 45; 3. John Targitt, 27; 4. Colin Blower, 21; 5. Paul Lewis, 9; 11,425-11,600 cc: 1. Malcolm Wynn, 91 pts; 2. Roger Smith, 72; 3. Alan Minshaw, 66; 4. David Cudworth, 18; 5. John Laps, 12.

**Over 11,600 cc:** 1. Nick Faure, 145 pts; 2. Chris Meek, 64; 3. John de Gualano, 63; 4. Alan Minshaw, 21; 5. Paul Pryce, 19; 6. Jesse James, 9.

**Castrol Production Saloon Car Championship up to 1600 cc:** 1. Tony Landfranch, 54 pts; 2. Eric Horwood, 53; 3. John Weston, 33; 4. Tony Stubbs, 31; 5. Simon Watson, 0; 6. John Webb, Peter Jepp, 0.

**1800-11,050 cc:** 1. Ivan Dutton, 64; 2. John Lynn, 51; 3. Denis Bugh, 40; 4. Janny Breh, 31; 5. Simon Kirby, 14; 6. Max Ross, 11; 11,050-11,200 cc: 1. Richard Usher, 44 pts; 2. Tim Black, 34; 3. Barrie Williams, 30; 4. Derrick Brunt, 17; 5. Denis Thomas, 8; 6. Derek Williams, 7.

**Over 11,200 cc:** 1. Tony Landfranch, 46; 2. Richard Lloyd, 39; 3. Stuart Graham, 35; 4. Gordon Spice, Les Lenton, 18; 6. Roger Bell, 14.

\* Denotes best 15 scores (gross total in brackets).

**Lambard North Central Formula 1 Championship:** 1. Tony Brise, 52 pts; 2. Richard Roberts, 52; 3. Mike Wells, 33; 4. Russell Wood, 29; 5. Alan Jones, 25; 6. Ian Taylor, 25.

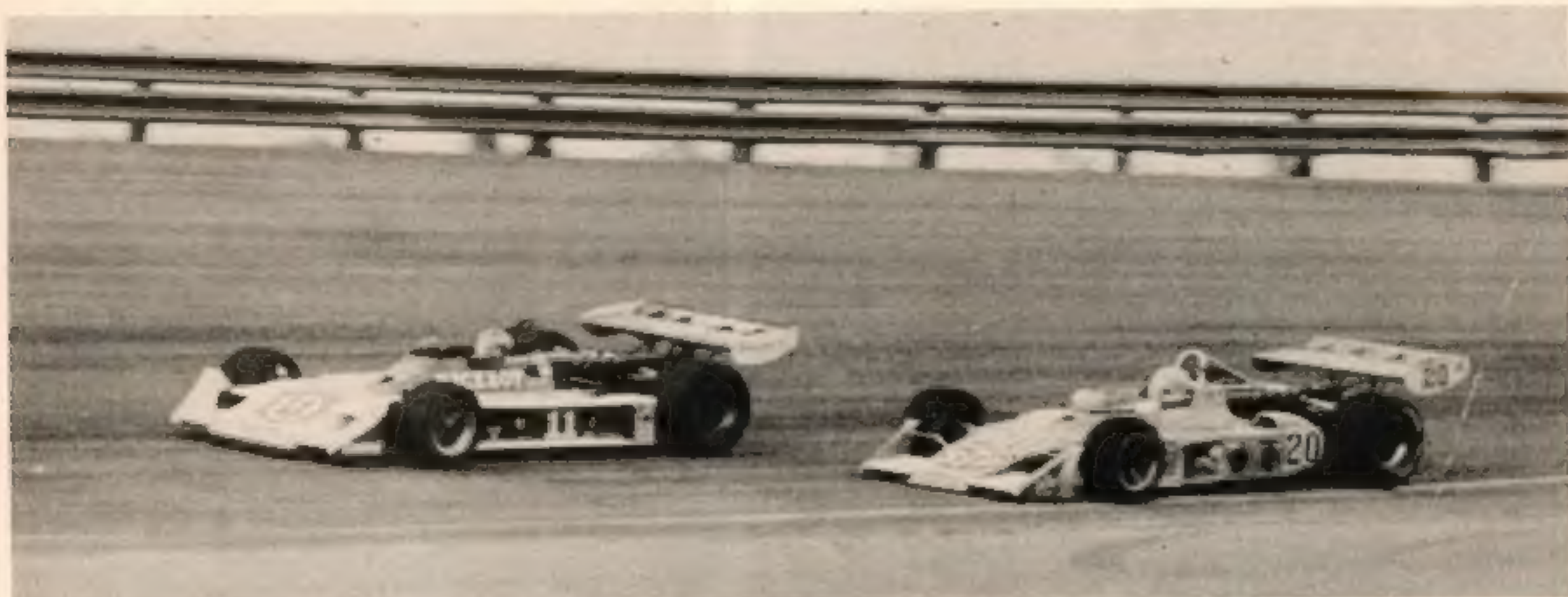
\* Places decided on greater number of wins.

## CATCHPOLE

By Barry Foley







Winner Gordon Johncock (STP Eagle, no 20) has the inside line on the Phoenix banking of the Viceroy of Mario Andretti.

## PHOENIX

# Clean sweep for STP Eagle

Story and pictures by PETE LYONS

The 16th and last USAC National Championship race of the year, a 150-miler on the paved oval at Phoenix, Arizona, was a one-two sweep for Gordon Johncock and Wally Dallenbach of the STP-sponsored Patrick Petroleum team. Their Eagle-Offenhausers started from pole and third grid place respectively—Johncock's speed was a new track record—and both led the race at various stages. The result means that both men have won the same number of races this year, three each, including a 500-miler apiece (bearing in mind, of course, that the Indianapolis 500 was shortened in actual fact). For Dallenbach, his second place determines that he finishes the year second in the points standings. For crew chief George Bignotti, it was the 49th big-car victory of his career.

The man who had already won the Championship, Roger McCluskey, started his Lindsay Hopkins McLaren from eighth grid position but managed to lead 38 laps in the first part of the race and was pressing Johncock in the later part before losing ground because of unevenly-wearing tyres. Bobby Unser, who like McCluskey has only scored a single victory this season despite usually being in contention, started the Olsonite Eagle from the front row and led the first 13 laps, but after 40 laps tangled wheels with Penske driver Gary Bettenhausen while disputing second place. The Sunoco Eagle merely spun down the track to a harmless halt, but the works machine veered into the steel rail and bounced away already disintegrating into a dozen pieces. It was a spectacular wreck which required the race be red-flagged to a halt, but no other cars were involved and by incredible good luck Unser literally walked away from it with arm and rib injuries. His brother Al abandoned the race on the spot to accompany Bobby to hospital in the helicopter.

Bobby Unser calls the Phoenix "FasTrack" asymmetrical oval "an obstacle course." Irregular, bumpy, with two different turns plus a peculiar kink in one straight, it is a circuit that seems to call for both a fine compromise in chassis set-up and a somewhat gritted-teeth driving style. His Olsonite Eagle had set the lap record 20 months before at 25.36 s (141.8 mph); now, during his two qualifying laps on the day before the Saturday race he shaved 0.07 s from this. Bobby's had been the first run, and for a while the Dan Gurney Racing crew paid somewhat anxious attention to the times of others, but as one potential rival after another failed even to equal the old time let alone the new they began to relax. Until Gordon Johncock in the STP Eagle went out. The track announcer burst out the exciting time: 25.05 s, a decisive new record at 142.6 mph.

"Those darned Eagles!" muttered Gurney. . . .

Only Johncock and Unser beat the old time. Wally Dallenbach ended up 3rd quickest at 25.52 s, then came Gary Bettenhausen at 25.73 s, Dick Simon in STP's Ford-engined Eagle fifth at 25.75 s ahead of Lloyd Ruby's Offy-engined model at 25.80 s, and Billy Vukovich's Eagle Offy at 25.92 s. That made the first seven cars all Eagles and it wasn't until Roger McCluskey qualified at 26.02 s that a McLaren entered the picture. Steve Krisiloff qualified Grant King's laboriously-exact Eagle-copy Kingfish ninth (26.03) just ahead of Jimmy Caruthers' Eagle (26.14) and

Joe Leonard's Parnelli (26.15). George Snyder was twelfth in the other of the two Ford-engined cars on the grid, the single Coyote, at 26.20.

Altogether, there were but 23 machines ready to start—something of an embarrassment for FasTrack officials, who had originally scheduled an extra 20-lap "Qualifying Race" to trim an anticipated large entry. As it turned out, several would-be racers had to withdraw after assorted dramas: Johnny Rutherford in the works Gulf-McLaren had his throttle stick open while practising and the impact with the rail destroyed his chassis, and A. J. Foyt came down with a case of pleurisy so he stayed at home. The final grid lined up one short of maximum; in fact the 23rd car (Jerry Karl's Cicada) had no time at all, and there was an unusually wide time differential of 12.4% between pole and 22nd.

While McCluskey's title was assured, there were four drivers who could take over second place as a result of the "Arizona 150": Rutherford, Dallenbach, Mike Mosley and Mario Andretti. With the latter two starting from 16th and 17th grid positions and Rutherford out (he had tried but couldn't find another car for the race) even this relatively thin struggle—USAC's champion benefits financially at every race during the next season but the runner-up gains nothing but a bit of satisfaction—seemed a foregone conclusion. It shaped up as a straight-forward race on its own merits, the last chance to release tightly-

wound oval-track energies before the winter.

It hadn't rained in central Arizona for 111 days, said locals—as they gazed with understandably mixed expressions upward at a giant black mass of threatening cloud above the cactus-covered mountains on raceday. The spring event here had had to be abandoned due to flooding; it would be the most remarkable kind of meteorological joke should the rains come back today! There was a fresh wind, too, that cooled the baking valley, and the sun was veiled behind an outlying fringe of the advancing storm. But preparations went forward to race anyway.

The 23 set off for three laps behind the pace car, gradually increasing their pace, weaving to warm the tyres, bringing the whistling blowers up to speed for the sudden lunge toward the green flag. As USAC's professional starter Shim Malone set them free, the pair of Eagles on the front row forged side by side into the steepening Turn One banking. Johncock in the bright pink one holding his own alongside the white works car all the way to the point where they were bent over cornering hard. Then Unser, refusing to give way, holding his inside wheels exactly level with and scarcely two inches away from the wheels of Johncock, drove gradually ahead, pinched his line as much as there was room, and powered out of the Turn Two segment of the banking in the lead. A finely-judged manoeuvre—these oval track boys don't hang about!

Dick Simon in the Ford-engined car had worked up to third at the start, but gradually he dropped back, leaving a little gap into which Bettenhausen led Dallenbach. It was already a two-car race for the lead, but these two were into their own furious scrap for third.

After only half a dozen miles the leaders came up into the slowest of the tail-end traffic and a certain bulldozer quality entered their driving. Shooting down into the first turn Unser and Johncock encountered a slower car and chose opposite sides. As they split apart Johncock whipped by on the outside and arrived back with Unser exactly alongside and carried on to sling around the banking wheel-to-wheel before pinching ahead and taking the lead—take that, Mr Unser! An instant later Bettenhausen and Dallenbach arrived at the same point, found the same situation, chose the identical solutions—and Dallenbach scratched around the outside, passed the same way as had his team-mate.

It was now very close-quarter work as there was constant traffic to thread amongst. Johncock was running very hard and obviously not about to wait for anything or anyone, and gradually built up a small cushion over Unser, whose mood did not look quite so anxious. After a while, of course, the leading car came around to lap a certain car being



driven by a certain other Unser which was not handling very well and seemed to get in the way for a few moments, during which Unser B gained back some lost ground. Still it was a two-car race, and by 30 rapid laps they had built up approximately half a mile advantage over Dallenbach's third place. Then a backmarker lost control and spun down one of the bankings to the dusty infield, and the yellow light flashed on.

Nearly everybody took advantage of this to stop for refueling (One stop was required by the rules of the race, but the 40 (US) gallon on-board capacity limit meant that every one would have to make two at least and probably three.) When the track was again "green" and everyone had settled down racing again, it was McCluskey ahead of everyone in the race with Bettenhausen next, just in front of Unser.

Bobby had not looked too worried about trailing Johncock, but Bettenhausen was a different matter and he closed right up tight and tried hard to find a way by. For a couple of laps he hovered right up near the right hand rear wheel, obviously thinking the way by was going to be on the outside at the exit of one of the turns. For one whole lap he drove around in tight formation, so close every spectator's stomach muscles felt tight, and at the exit of Turn Two and again at the exit of Four, he moved as if to accelerate between the Penske car and the fence. Both times he lifted his foot at the last instant and dropped in behind. But he didn't drop back. He started the 41st lap trying harder than ever.

Getting an extra good entry into One, he closed up all the way around Two, moved up toward the outside, and as the two powered up and out toward the steel rail Unser got his front wheels ahead of the other's back wheels, on the outside. . . .

There was a little puff of tyre smoke, a double wobble, a sudden veer. The white car snapped off the line toward the rail along the back straight. There were great clouds of white smoke, four jet black streaks, and then a huge, pale orange flash. The white car rebounded from the steel already tumbling into fragments: wheels, bodies, transmissions, engines, all sprayed in different directions, and the air was filled with minute bits of destroyed racing car, smoke, and dust. The pack of onfollowing cars all braked and swerved sharply, and it was very nearly a giant multiple accident, but somehow everyone tucked through.

Such a sudden, comprehensive, shockingly violent crash—nobody could live through it. There was a moment of held breath, a searching with stinging eyes through strewn debris and he's moving! He's released his harness and is moving, struggling to lift himself out of what's left of the chassis.

Al Unser was there, having it pped at the scene and leapt out, and he helped his brother walk over to the helicopter and got in with him, abandoning his Viceroy Parnelli and the race. The red flag had of course stopped everyone else, and as the army of course workers mopped up the mess the army of mechanics serviced their cars, added fuel, adjusted things, and then stood around in little knots, marvelling over the accident. Bettenhausen's Eagle, which had merely spun to a halt without hitting anything, was towed in and made ready to race again. It had no damage beyond a smear of rubber on the right rear corner of its chassis, ahead of the rear wheel. Gary, his face somewhat tense, said that he hadn't seen the other car, hadn't known it was there on his quarter.

Eventually the field got underway again for their 42nd lap, with McCluskey still leading and Andretti, Ruby, and Johncock behind. Bettenhausen was of course right at the back but right away he began racing hard again and set about trying to carve up through the backmarkers. But Johncock wasn't hanging back either, and quickly he passed up into second place and set about the McCluskey problem. At this stage, however, there didn't seem to be a lot to do about it, for Roger's M16 was going really well. Soon the two



The sorry remains of Bobby Unser's Eagle from which he escaped with slight injuries.

were well ahead of the rest, in another two car dice, leaving Andretti alone—and about 1:1 start a string of punctures that eventually cut Mario's chances of a good finish. Bettenhausen was still stuck in all that traffic, and presently there was a gap between the leaders and him of half a lap, then three quarters of a lap, and then still more. Meanwhile, Dallenbach was moving up again, and after a while was up ahead of Andretti and looking to join his team-mate's pursuit of McCluskey.

That was basically the pattern of the rest of the race. There were four more yellow-light periods, and with them a rash of pit stops which shuffled the race order. For 34 laps Dallenbach got into the lead, while McCluskey began to have an odd tyre problem: his right front tyre, the outside, heavily loaded tyre on this circuit, began to wear unevenly as it skipped over the bumps under braking into the turns. The growing imbalance made it skip even more, which increased the uneven wear, he remarked unhappily later that he should have taken the time to change his tyres late in the race, but he didn't and gradually dropped back. Bettenhausen too had a handling difficulty, which prevented him working up through the pack and in fact caused a quick, harmless spin late in the race.

Thus, by the end it was a straight Dallenbach-Johncock race, the two STP cars looking pretty evenly matched. Indeed, some of the mechanics on the team begged Chief Bignotti to instruct Johncock to hold his position behind Dallenbach, but George refused.

This isn't a situation like you might have in Grand Prix racing, where one driver on a

team might be your 'Number One.' Wally and Gordie are equals with us, and Wally only has to finish second to get second in the Championship, he doesn't need to win—so let them race for it."

So race they did, and Johncock, helped by Dallenbach gradually "loosing" his rear tyres, pulled up and passed and drew away and won by a small fraction of the one-mile lap. Toward the end too McCluskey couldn't stave off Vukovich, who overtook into third in the last few laps; all four men did stay on the same lap to the end, while Bettenhausen was a lap down in fifth and Andretti, having made two extra stops to change punctures, struggled into sixth two laps down on another rear tyre that was soft at the end.

The Champion McCluskey finished the year with 3705 points, with runner up Dallenbach earning 2620 despite winning three races to the other's one. Rutherford, without racing on the day, came third with 2595, while Vukovich's 2440 just beat Andretti's 2430 for fourth and Mosley (who retired from the race with electrical trouble) came sixth.

Arizona 150, Speedway Phoenix, Arizona  
USAC Race Date, November 3

1	Gordon	Johncock	STP Eagle	1	A 18 m 15.03 1
2	Wally	Dallenbach	STP Eagle	5	aps
3	Bobby	Vukovich	Super Eagle	15	aps
4	Ruby	Andretti	Marlboro M	35	aps
5	Bettenhausen	Johncock	Eagle	149	aps
6	Mosley	Andretti	Marlboro M	180	aps
7	Dick	Sutton	STP Eagle	140	aps
8	Lee	Kunzman	Marlboro M	146	aps
9	Jimmy	Caruth	Marlboro M	143	aps
10	Final	Provisional	USAC championship points		
1	McCluskey	3705	2	Dallenbach	2620
3	Rutherford	2595	4	Vukovich	2440
5	Andretti	2430	6	Bettenhausen	2345
7	Gordon	2123	9	Lloyd	161
10	A. J. Foyt	1580			



# Purely personal



"The answer lies not in tyre, wing or other restrictions but a few minor changes on certain high speed circuits."

## MAX MOSLEY

It has recently been suggested that we should make various changes to current Formula 1 regulations in order to reduce the speeds achieved by the cars. The idea is that speeds have now reached a point where the dangers to drivers and spectators are not acceptable. A good example of this is Woodcote corner at Silverstone where a current Formula 1 car is travelling at about 160 mph. No one with any imagination can feel quite happy in the Woodcote grandstand when the leading Grand Prix drivers are going after pole position. There is no doubt that the problem exists, the question is what to do about it.

Among the proposals put forward have been some suggestions by the proprietors of the permanent circuits. Rather surprisingly these contain nothing about circuit safety. They are concerned exclusively with slowing down the cars. The main ideas are narrower tyres, smaller wings, higher minimum weight and a device to restrict engine air intake similar to those in Formula 3.

The arguments put forward for these proposals are that tyre and wing restriction will reduce a car's grip on the road and hence its cornering speed, while a higher minimum weight will make the car stronger. The idea of the engine restrictor is to make the car less powerful and, therefore, it is hoped, less fast.

It is only the first two of these proposals which require serious consideration. The others are easily dealt with. To a first approximation, an engine restrictor will not affect speed on a given corner until the power is reduced to the point where the flat-out speed of the car is below the maximum possible speed through the corner. Similarly, increasing the weight limit would do nothing. If, as in Formula 3, the limit is unnecessarily high, all that happens is that ballast is added. It is a most elementary non sequitur to suggest that a heavy car is stronger than a light one.

The two more serious proposals, the tyre and wing limitations, raise a very basic question. Is it our objective to build cars which are safe on ordinary road-type circuits and manipulate our formulae so as to keep them safe, or are we building cars to be raced on special tracks under special conditions and acknowledging that they will be far too fast for, say, an ordinary public road even when closed to traffic? The answer to this question, which is one of fundamental principle, must define our approach to the problem of ever increasing speed. Thus if our aim is to make cars which are safe on any road, we must continually modify the cars to keep them slow enough, and only touch the roads or circuits if we cannot do any more to the cars. Conversely, if special cars on special circuits is what we are trying to achieve, we must continually modify the circuits to accommodate the cars, and only interfere with the cars if we are unable to change the circuits sufficiently to keep racing safe.

This seems to me to be the essential question. It has been asked and answered implicitly in that no current racing car would

be safe to drive at speed except on a special circuit surrounded by safety fencing, Armco, sleepers etc and supervised by an army of marshals and officials. As speeds have increased the circuits have been modified accordingly. The interesting thing about the proposed wing and tyre restrictions is that, if agreed to by the CSI, they would represent a reversal of the modern trend. Acceptance would be a tacit acknowledgment that car design and progress should be governed by the arbitrary limitations of currently available circuits rather than technological innovation.

It may well be argued that further circuit safety measures such as special fences and barriers are becoming increasingly futile in the face of ever higher speeds. I believe that this is so. As a result the time has come to take the emphasis in circuit safety away from barriers and fences and on to fundamental shape. It is the configuration of the corners which ultimately dictates speed and which provides the best means of regulating it. The time has come to think about changing the shape of certain ultra high speed corners.

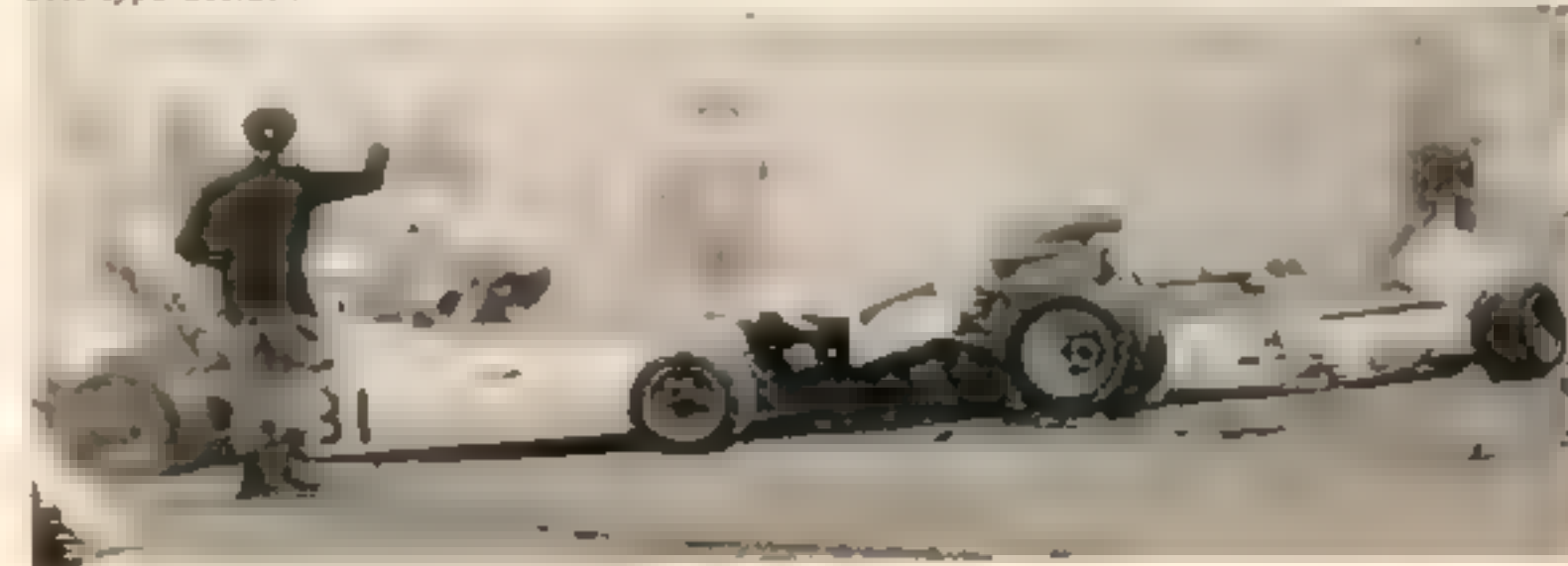
It is entirely natural that the circuit owners should, in the short term, prefer changes to the cars rather than changes to the circuits. This way they spend no money. But none of us can afford a short-term view. If we wreck the sport no one will want to watch it. If that happens, however much money the circuit owner may save, he will, in the end, be left with a valueless asset.

In my view there are three very powerful arguments against slowing down the cars by making them less efficient. These can be categorised as practical, aesthetic and financial.

The practical argument has two aspects. First, it is almost impossible to introduce measures which will be effective for any length of time. Suppose we make a dramatic reduction in tyre width and wing sizes and reduce cornering speeds as much as 15 per cent. This would put us back to the speeds of about six years ago. The 180 mph corner becomes 152 mph. The difference is fairly academic when you hit the bank, but, more important, how long would it be before we were back up to 180 mph and what would we do then? These sort of measures really are quite futile. Secondly, it would be extremely difficult to produce performance reductions all through motor racing so that the gaps between formulae remain about the same. Rules would have to be changed in all the other single-seater formulae as well as for sports cars and saloons. Otherwise we might have a Group 2 BMW outcornering a Formula 1 car. Imagine the complexity of the rules, the difficulty of enforcement, the endless arguments.

The aesthetic argument is, broadly, that the attraction of Formula 1 cars comes mainly from their speed and power. If you castrate them they will lose their appeal. You get the occasional old dodderer who mumbles on about the extraordinary angles of drift that the old cars would reach but that is now

Carnage at Silverstone. Would altering the shape of the circuit prevent the British GP Woodcote type accident?



history. Every year bigger and bigger crowds turn out to see Formula 1 and the reason is that a top Grand Prix driver on the limit in a modern Formula 1 car is a breathtaking sight. You could take all the greatest drivers in history and put them in current Formula 3 or Formula Ford cars but the spectacle would not approach that of modern Formula 1.

Finally, the financial argument. At the moment Formula 1 is a test bed. It is fashionable to suggest that it is merely entertainment but this view is held only by those who know nothing of modern racing car technology. For example, the tyre companies have made immense technical progress since real competition began with the arrival of the American companies. Contrary to popular belief there is a very big spin-off into road tyres. At present the tyres are wide enough to keep stresses and temperatures near to those found in road tyres. Restrict widths and not only will this no longer be the case but the tyre companies may well find it cheaper to confine their research and development to private trials. Similar arguments apply to other trade suppliers and if they all go, so will the money that keeps the sport viable. At the same time the cost to constructors and teams of continual changes in rules is enormous. Vast amounts of money are thrown away each time cars, engines, wheels etc are made obsolete by the CSI.

It would be very short sighted and very misguided to attempt to overcome the speed problem by interfering with the efficiency of the cars. There is only a real problem on a few ultra-fast corners. The answer is simple. Slow the cars where necessary by altering the shape of the circuit. The car then retains its speed and power for corners and circuits where no harm is likely. At the same time, the new shape presents the same problem and offers the same safety margin to all types of car in the way the danger is eliminated quickly, cheaply and without fuss. As speeds rise a few more corners will become dangerous and can receive the same treatment. Any circuit too poor to do the job properly can simply install a chicane.

The only possible exception might be oval racing in the USA. Clearly if you introduce extra corners to slow the cars, the track will no longer be oval. But on road racing circuits the situation is different. Monza would be none the worse for a new corner before the Curva Grande. The same is true of other circuits. Indeed, many circuits would benefit immensely from a new corner. The principle is clear. If the cars become too fast we should erect greater technical obstacles for them to overcome.

It is always better to go with evolution than to try to fight it. In the present case there are also very sound practical and financial reasons for so doing. The answer lies not in tyre, wing or other restrictions but a few minor changes on certain high speed circuits. I hope the CSI will come to appreciate this, and that the sport will not be faced with unnecessary and highly damaging restrictions to technical progress.



# **Dempster International Racing Team**

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In typical humorous pose, Germany's top driver Jochen Mass

## INTERVIEW

# Jochen Mass on Group 2

By ROBERT FEARNALL

Many words have been written throughout the season about the defeat of the champion Ford team in European touring car racing by the newly formed BMW motorsport organisation. But was it really so convincing? Works Ford Capri driver **JOCHEN MASS** gives some of his opinions on the subject and on driving for Ford of Germany.

Jochen Mass is a humorous, quiet-speaking, good-looking German who took up motor racing through a passion for driving. From his first event in 1966, Jochen has become one of the world's top saloon car drivers, a formidable single-seater exponent and Germany's best hope of Formula 1 World Championship recognition since the days of von Trips.

A keen sportsman at school, Jochen left at the age of 17 to join the merchant navy but he enjoyed driving a great deal and gave up his deck job almost three years later to work as a mechanic to drive Alfa Romeos. "I knew that when I had the chance, I would carry on racing," said Jochen and his name was soon to come to prominence. With the Alfes he challenged the Fords and BMWs in races and hillclimbs, and Jochen Neerpasch signed him for Ford in 1970 (his Ford commitments mainly comprised hillclimbs so he also did some racing in a Schnitzer BMW

2002), and from 1971 onwards Jochen Mass became one of the most successful exponents in works Capris and won the European Drivers' Championship in 1972. But his talents naturally didn't just lie with saloon car racing. From Super Vee in 1971, Ford backed him in Formula 3 where Jochen continued to make his mark with Brabham and March cars, and this year his works drive with the Matchbox Surtees team netted him runner-up spot in the European Formula 2 Championship. This year also saw him start his Formula 1 career and now turned 27 years last September, Mass will be a regular Formula 1 Grand Prix team-member in 1974 and naturally this is where he will mainly be concentrating with the occasional saloon car drive—he finds no problem in adjusting between the two.

From his first single-seater drive, it has taken Jochen three years to climb the ladder into Grand Prix racing with the assistance

of Ford. He doesn't pretend or want to be a superstar. Far from it in fact, Jochen's a very friendly, bright character who enjoys life immensely and doesn't only see it in motor racing. "To become a world champion is not the only thing I want to be in life—I fancy the idea though—and I wouldn't like to do racing for too long." He talks about taking up sailing and no doubt he would attempt that in the same cheerful determination and competence which has taken him to Grand Prix racing. But although Jochen prefers single-seater racing, he first made his name in saloon car racing and that is what our interview is primarily concerned with, particularly with a view from "the other side" on this year's success by BMW. Fortunately Jochen speaks very good English and in fact when not living in Cologne, spends much of his time—"not enough"—at his flat in west London.

How did you get involved with Ford in competitions?

In my first year, I was racing against Ford all the time. In fact I was the only one who was really pushing them a little, so after a year they thought they'd rather have me with them and invited me for a test drive at Zandvoort. So from 1970 on, I raced for Ford.

Can you compare the Ford and BMW Group 2 competition programme?

Jochen Neerpasch has done some steps for BMW which weren't among the ideas he had before about saloon car racing. He knew he had to win this year and he wouldn't have won without those funny wings on the BMWs. So he homologated them, which was of course very clever, but I think that's a little off the line of saloon cars. I don't think it's a very good thing to do—to start with all those wings—but sometimes it's necessary to do things like that.

But why didn't Ford do something similar?

Well we tried to do it. I don't know exactly what happened but I know we were talking about these sort of things last year and Ford people said No—we won't do it. First because it's unnecessary. And secondly because Ford is a very different company to BMW in the way something is passed paperwise. It's much more difficult. There are many more people at Ford who make decisions, for instance, let's say Mike Kranefuss (Ford of Germany competitions manager) asks Stuart Turner of AVO to homologate something, but Stuart Turner says no, we can't do it at the moment as we are too busy with other things. It's a big thing to get things like that done at Ford while Neerpasch is always on his own, backed by a very enthusiastic company which is much easier in that respect. And don't forget, we can't homologate things immediately as it's only every third month that the CSI consider homologations.

Did Ford of Germany change at all from Jochen Neerpasch's direction to Mike Kranefuss' control?

Jochen and Mike started together and they have built up the whole factory. Kranefuss knew everything about it—in fact he did more than Neerpasch work wise. Neerpasch had the ideas and Kranefuss worked on it and carried it out.

Kranefuss' first year in control was obviously difficult, as he isn't as experienced. As a result this year has been run on a slightly more defensive line. He had never done a job like this before but I think he did it very well although only the future will tell how good he really is. I really rate him.

Were you offered a drive at BMW too?

No, Neerpasch just took Stuck with him. He signed me for Ford in November or December and in January 1972 he made his first steps to move to BMW, so I was already signed for Ford anyway. He wanted to take Stuck with him to have a German driver in the team—he knew I wouldn't leave Ford because of my Formula 1 plans but for Stuck (his father lives near Munich and they were always together with BMW), it was rather logical. Actually Neerpasch identifies a little bit of the success of the man he is supporting with his career; so if he can back a driver and build him up, then it reflects on his personality which is a bit different with Kranefuss.



Is there great rivalry between yourself and Hans Stuck for German prestige?

No it's all made up of course. It's always a joke. Of course there's always competition but we're quite good friends really. It's not like some drivers, for instance if you asked Jean-Pierre Jarier at the beginning of this year what he thought of his French team mate Beltoise then he would have given you some funny words!

In fact the only race I have really loved was against Stuck. It was back at the end of 1969—I had a tremendous race with my old Alfa against his BMW; it was very closely fought over the whole distance and unfortunately it never happened again.

Do Ford in Germany have a free hand or is there much directive from above?

They can really do a lot of things, but the problem is getting things through sometimes takes a long time because they have to go through several offices for people to give their approval.

But do Ford give help and encouragement to privateers?

I think they do. Of course it's been a bit limited as they were short of parts—it's always a struggle to get the right parts. Ford haven't got the backing of the factory in this respect (as they are quite busy themselves) so if Ford want some special parts made then they have to get it made outside. It's always the same in that it's easy to produce a large number of one thing, but if you want 10 then it takes months and many drivers felt the Ford competitions department didn't back them well enough because of the long waiting for parts. But we have been waiting too and it would look ridiculous to Ford management if the parts were given to a private team when the works team haven't enough.

With regards to drivers, we can't just give a car away if we think someone is good. But we do have Escort Mexico races in Germany and if someone looks really good, Ford give him a chance in a race car, like a Zakspeed Escort. Ford is in fact developing quite a few good drivers.

Jackie Stewart once described driving the Capri as a Sunday afternoon outing. How easy or difficult are they to drive?

I think Jackie said that before he drove it at Monza and I'd bet he would say something different now. He had to try very hard and when top Grand Prix drivers drove the Capris they weren't quite as quick as other top saloon car drivers, which shows some of the difficulties you have in today's saloon car.

I'm sure the cars have changed a lot in a few years. I found them very difficult—it takes quite a long while before you really get into the thing and really come close to the edge. The most difficult part is the physical aspect. Physically, it's a harder job because of the higher temperatures in the car, it's heavier to drive and it seems to roll and stand up on two wheels. Emerson Fittipaldi was very scared to roll it—he wouldn't, but he was really scared about seeing the car go up on two wheels.

You have to forget the normal natural limit in yourself for a saloon car. You have to go a bit further until you really get close to the limit. After a while, a saloon car is not as bad as it feels at first. You can really slide it (it does do funny things before that), but once you get to the edge it's quite comfortable and of course it needs a fair amount of strength.

As a matter of interest, do you like seeing Grand Prix drivers taking part?

I'm very glad as it provides more competition and becomes higher rated. Also it's very good for the saloon car sport.

How and to what amount has the Capri changed?

Well it's changed a lot. We have much wider tyres now, the suspension geometry at the front has changed and the steering is lighter than what it was (fortunately otherwise we wouldn't be able to handle it at all any more with the wide tyres).

Saloon cars today don't want to be sliding about as much as in the past. You have to drive them much smoother, like sports cars, although they still look spectacular. I remem-



"Saloon cars don't want to be sliding about as much as in the past," says Mass.

ber when I started in 1969 that the days of sliding around were almost over because the GTA wasn't a good car to slide about whereas those BMW 2002s were really funny. When I drove the Schnitzer 2002 in 1970, I really liked to slide it about but you can't drive saloons like that anymore.

Is it a good thing it's past, or is it going away from what saloon car racing should be?

Well it's hard to say what it should be. Saloon cars are getting more and more interesting factory wise and these people have spent more money in saloon cars than has ever been known. It has brought better drivers into the formula and generally changed the whole attitude. The cars are certainly more like racing cars than they have been before, and it's therefore good that they should be running in the World Manufacturers' Championship in 1975, leaving the saloon car series for saloon cars.

Have this year's results for Ford had any bearing on a smaller budget for next year?

Not at all. Fortunately we had a very successful past so we could afford to lose one season. Actually we haven't lost the season in a very obvious way. We've lost it because of the regulations. We didn't have the wings—maybe because we were too slow in thinking or too defensive in our policy—and BMW first had the 2-litre, then 3.2 and 3.5-litre engines. They had to do it as they knew they wouldn't win otherwise, while we are still running 2.9-litre engines.

Basically we made a much bigger step forward than BMW because we are still running the same engines we used two years ago, but much better developed. We are now developing 330 bhp instead of 270 bhp at the beginning of last year. This year I think a lot of credit should go to our engine man Schützgen and to our chassis expert Ammerschlager.

But haven't Ford lost reliability with it?

Sure, it's true. We did many experiments with lots of titanium things and sometimes there was faulty material. But we knew what it was. We could reduce it but then we would have lost 5-7 bhp which may not sound very much but... That's not all of course; sometimes we had broken half shafts and on occasions it's also been the drivers' fault in over-revving the engines by missing gears etc.

Do you think BMW's publicity has therefore been over-exaggerated?

No I don't think it's over-exaggerated, it's quite logical really. They haven't won very much in the past few years while Ford has dominated in all sorts of racing. All of a sudden there's another company coming in and everyone looks towards the new company; you always have the people on your side the first time. For instance, I noticed that when we lost last year's six hour race at the Nürburgring people were screaming

and clapping their hands with BMW coming first. This year though was just the other way round—BMW were on pole and I was first after one lap to see the same cheers being given for Ford. It's very good that another company had some success—it makes it more interesting and takes away some of the pressure on our fairly new team so that we can do a little bit more in the darkness and form better ideas for the future.

Can you roughly say how much Ford have spent on G2 this year?

Well you may not believe this, but I don't have a bloody clue. Honestly I don't know how big our budget is—it might be a million marks, it might be 1½ million marks but it's certainly not as high as BMW's budget. It may sound funny but I have never asked how big the budget is—I just know how much I get!

Are you interested in Group 1 racing and do you think it's a good thing?

No I don't think it's a very good idea to see the British Touring Car Championship go for Group 1. A saloon car champion should already be a mature driver and you can't expect to have that in Group 1 races. It's fairly simple to drive a Group 1 car on its limit as you can see in Mexico races. Group 1 should be a base for a driver to step into another class. As a Group 1 driver the chances for the future are pretty small—I don't think he will be very well accepted by big teams. I see the point that Group 1 provides good spectacular racing, but I really don't think it's good to have the British Championship for Group 1. Group 1 is more for "boy racers."

Will you always keep a foot in saloon car racing?

Well in the new 1975 Manufacturers' Championship for our type of cars, there won't be a Drivers' championship but I'm sure I will still do some of the races. I really enjoy saloon car racing, although I like driving single-seaters better. The new World Manufacturers' Championship really should be good—the 2-litre sports car scene is altogether pretty bad although this year has been quite lively—and anyway when a spectator sees a Gulf Mirage he hasn't a clue what it really is. In the meantime we (Ford) will still be concentrating on the European G2 Championship and do a few of the important Manufacturers' rounds.

Would you like to branch out to NASCAR racing or something?

No that's very different. Maybe for fun once but not seriously.

What kind of mental and physical approach do you have to take for long-distance saloon car races?

Mentally, I'm fairly all right I think! I was always fairly fit as I was quite sporty in my younger days. But there are some drivers who aren't very fit and they have a



## JOCHEN MASS:

"These cars are not made for 24 hour races. They are developed the whole season to reach their best in races of around 4 to 6 hours and then this same engine should do 24 hours. It's nonsense."

point where they really tire and lose concentration and this can raise big problems the Ford exercise programme helped us in the beginning with some good ideas and was also an advertising gimmick for Ford. The man we do it with, Gunter Traub, puts us through a kind of yoga and lots of mental training, and we do running and cross country skiing in the winter which all helps for longer races. If you keep up your level of fitness, then it's fairly simple sometimes to do a 24 hour race and be really fit afterwards.

Do you enjoy the 24 hour type of races, like the Spa event?

No, I really hate the Spa 24 Hour race, but I hated Le Mans more last year, for at Spa you at least have a chance of winning overall while at Le Mans we were just one of the fillers and it wasn't very pleasant. I personally feel 24 hour races are rubbish. These cars are not made for 24 hour races. They are developed the whole season to reach their best in races of around 4 to 6 hours and then this same engine should do 24 hours

It's nonsense. To develop back to make engines reliable for 24 hour races, just costs as much money as getting more horsepower.

As a driver, when is the worst part of a 24 hour race?

Well, I think when night comes because I'm still thinking of the long night ahead and I seem to have driven many hours already. It's all right when the morning comes again.

Do you get much sleep during a 24 hour race?

Actually I just rest, I never really sleep. This year was the first time we had two sessions at a time for each driver at night. I didn't fancy it too much because once I was out of the car for 3 hours, I found it very difficult to get straight into the car on the next stint so that for the first two or three laps I really had a problem to get into the thing; that problem isn't as bad when you change drivers more regularly.

How dangerous are slower cars in these type of races?

It is a serious problem in some races, as seen in Spa this year. There, the slow G1 or G2 drivers have only done a few club races and then tackle this 24 hour event and all of a sudden are with the fast cars. On the other hand we are more experienced, therefore there isn't the same problem when the Ferraris or Matras pass us at Le Mans some 60 mph or 70 mph faster.

Are you a strong safety man in motor racing?

For my part, I have carried out GPDA inspections and I would rather help the organisers. Some people will point to certain

things and say if that isn't done, even if it's impossible, then we won't race. I believe you sometimes have to compromise, but not all the time as then the organisers will never do it. But even if they do everything safety wise, it always depends on the people who perform the duties, as was shown at Zandvoort.

But take the case of Rouen and Gerry Birrell's accident. The organisers knew that the guardrail was just put into the ground. The GPDA Inspector obviously didn't test it enough. Maybe it was dry at the time and the posts were newly installed so it felt very stiff. But the rain soon loosens that and the organisers knew it wasn't done properly, when we arrived there and shook the guardrail, it swung 100 metres in each direction. It was completely loose but they said it's been inspected by the GPDA and that it was our fault. They just don't have any clue of responsibility.

So why race there?

In a way I thought it was our fault it came this far as it had not been checked properly. But on the other hand you can't check everything for Christ's sake—I mean a driver can't check everything the mechanic does on his car.

That's my biggest dislike in motor racing—the amateur way of some organisers. For example, at Albi scrutineering was in the town so the racing cars were driven on the road to queue up with boiling engines, suffer punctures and the like. It's absolutely ridiculous when there's so much money in motor racing for the organisers to do things like that.

## BRANDS HATCH

# Jarvis wins overall

The winter clubbies are now really under way, this week TEAC and the Mid Surrey Automobile Club providing Britain's only motor racing at a sunny but blustery Brands Hatch last Sunday. A good crowd enjoyed seven well run races of ten laps each, runaway wins being recorded by Barry Foley's St Bruno, Gerry Marshall's Vauxhall Firenza and Bob Jarvis' Davian-Carter Mk II, the latter being the closest to breaking a lap record, being 0.2 s away. Other winners were Geoff Gilkes in the Mini Seven race, Alan Rodgers in the up to 850 cc special saloons, Syd Fox winning the Formula Ford race for the Dartford Cup and John Homewood leading home a host of successful Imps.

First to come under starter and ex-Vanwall

driver Tony Brooks' flag were the TEAC Mini Sevens having their final round. Straight into the lead went David Sambell from the third position of the front row, closely followed by Alan Corbishley, Geoff Gilkes and Andy Devine, the latter getting by Gilkes briefly on the first lap. By lap two, Sambell, Corbishley and Gilkes had got themselves way out ahead of fourth man Martin Moorhead, for Devine, Anthony Westbrook and David Evans had all tripped over one another at Paddock to retire. Lap three and Corbishley led, but Gilkes was up a place on lap five, taking leader Corbishley two laps later at Paddock to win by 0.4 s. Poor Sambell would have been third but he was black flagged for a flapping bonnet, although he eventually finished fourth, behind

Moorhead who had a lonely race.

Next off where the Clubman's Super Sports boys who provided their usual dramatic race. First, Richard Groombridge moved only a few yards off the front row with the diff gone, and then Caldwell Smythe came up with a superb start only to pull straight into the side with no clutch in the Gryphon. Meanwhile, poleman Barry Foley had streaked off the line in St Bruno to lead Alan White and Terry Cockerell in their U2-Holbay Mk IIs. Cockerell led White initially only to be forced into a huge long slide at Bottom Bend on lap three which ended against the Armco, so White took up second, to be seriously challenged by "SuperNoel" Stanbury (Gryphon-Holbay C73) on lap four. The challenge lasted behind our cartoonist for the rest of the race, but Noel never got by. Behind, in fourth was Ruari Gilles' Gryphon, who had been battling with Sid Marler's similar car until a brake pipe was severed by the rear wheel, so Chris Youens took up the challenge.

Continued on page 47

Bob Shepherd powers his Mini sideways in his efforts to catch Alan Rodgers' Vickers example





# NIGEL ROCKEY AND PAUL WHITE RALLY CHAMPS ON GOODYEAR



Driver Nigel Rockey and Navigator Paul White, are this year's "Motoring News/Castrol Road Rally" Champions.

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## GOODYEAR TYREPOWER



# Boyce's convincing win after favourites fail

By DOUG WOODS Pictures by BRIAN HILLIS



POR winners Walter Boyce and Doug Woods in their Toyota Corolla 1600 Coupe.

The Press On Regardless Rally, the United States qualifier for the World Rally Championship, was won in convincing fashion by Walter Boyce and Doug Woods driving a Toyota Corolla 1600 Coupe. Boyce drove an almost faultless rally to finish over 24 m ahead of Jim Walker/Terry Palmer (Volvo 142S) who in turn were some 11 m ahead of the Datsun 240Z of John and Carol Smiskol.

Held during the first weekend of November, the Press On Regardless (or POR as it is more commonly known) proved once again to be a demanding test of both driver and car over the sandy but fast logging roads of Northern Michigan. The format of this year's rally was very similar to that of last year, with a 1700-mile route made up of 85 special stages and a tight time schedule on the transport sections between the stages which allowed little time for anything but routine servicing.

The rally started in Detroit on Thursday, November 1, and, after a number of spectator stages during the daylight, ran throughout the night in the Lower Peninsula of Michigan to an overday stop at St Ignace. Friday night the route covered the smooth and long stages of the Upper Peninsula, where the rally is usually decided, to finish back in St Ignace for another stopover. The last leg of the route on Saturday night was concentrated in the western half of the Lower Peninsula with the rally finishing Sunday morning in Alma.

The POR is organised by the Detroit Region of the Sports Car Club of America under the guidance of rally chairman John Campbell. Previously, the rally had been sponsored by Total gasoline, however, after last year's rally Total withdrew their sponsorship leaving the POR organisers without a major sponsor, which meant that some of the "frills" normally associated with a World Championship qualifier were missing, and all of the work done for the rally was on a purely volunteer basis, but still the event was well organised and worthy of inclusion in the Championship. The organisers had received some financial backing from Cooper (Kleber) Tyres and many competitors were running for the first time on these tyres which proved to be most competitive.

Observing the POR on behalf of the FIA were Alexandre Dardoufas, the organiser of the Acropolis Rally, and Bob Hanna from Canada. With the Canadian Rally of the Rideau

Lakes, having just received world status, it is hoped that their report on the POR will be a favourable one, in order that two Championship events can be held in North America within a few weeks of each other in 1974, thus enabling European competitors to tackle both rallies on the same trip.

For the first time, practising of the entire route (except the spectator stages) was permitted and many a rally car was seen in the north woods prior to the rally. In general, this was the first time American competitors had used notes in the rally and most were only noting the bad corners and crests although those who had rallied outside of North America were using more comprehensive pace notes.

After their surprise win last year, the four-wheel drive American Motors Jeeps of Gene Henderson, Ken Pogue and Erhard Dahm/Tom Grimshaw had to be considered as pre-rally favourites. Dahm was driving one of the 1972 Wagoneers while Henderson had a brand new and untried Jeep Cherokee which is both smaller and lighter than the Wagoneer. Both vehicles were entered by Competition Limited, a rally accessory company run by Henderson.

After Harry Kalstrom's fine performance last year in a works Lancia Fulvia, considerable interest had been aroused when Fiat entered two 124 Spider Abarths for Paganelli/Russo and Aaltonen/Davenport. However, both entries were withdrawn just prior to the rally, a bitter disappointment to the organisers and the spectators who were hoping to see the Italian cars for the first time in Michigan. Similarly, a Porsche Carrera entered by Walter Roehrl never materialised which left the three car team of Polski Fiats as the only European competitors. Driving these cars were Robert Mucha, Ryszard Zyszkowski, Andrzej Jaroszewicz/Jan Wojtyna and Marek Varisella. Janina Jedynak. Paull Toivonen had originally been down to drive one of the Fiats, but after testing the car in Europe decided it was not competitive enough and was replaced in the team by Varisella. The Poles also brought a full complement of service vehicles and personnel with them to the United States and throughout their stay impressed everyone with their friendliness and sportsmanship.

The only other driver from outside North America was two-time Safari winner Edgar Herrmann from Kenya, teamed with Joe

LeBeau in a Subaru GL Coupe. After winning their class in 1972, Subaru (through Dart Performance) had entered four cars, three 1300 GLs (one of which Herrmann was driving) and a 1400 GL for Canadians Randy Black and Tom Burgess.

Being tipped at the start as the man to watch was John Buffum in his new 205 bhp Escort RS1600. John had led Kalstrom the previous year for 14 stages until he rolled when the steering wheel came off his car in a hairpin corner. His past reputation for fast but erratic driving has earned him the nickname of "Stuffum". Buffum and both Buffum and co-driver Wayne Zikus were determined this year to cross the finish line in Alma. Three-time POR winners Scott Harvey and Ralph Beckman were driving the Team Harco Dodge (Mitsubishi) Colt while Chrysler Corporation had entered another Colt for former POR winner Tom Samids and Brian Fox. Jim Walker (who is considered by many to be the best rally driver in the United States) was teamed with Terry Palmer in a very fast Volvo 142S while Datsun was represented in the top runners by the 510 1800SSS of former clerk of the course Bob Hourihan with Gerry Phillips navigating and the 240Z of husband and wife team John and Carol Smiskol.

Canadian interest in the POR was considerably less than in previous years, perhaps due to the Canadian Championship having been hard-fought throughout the year and most of the top drivers had finished the season with very tired rally cars. Nevertheless, expatriate Finn, Taisto Heinonen and John Bellefleur were driving a new 190 bhp Steinmetz Opel Manta entered by More Opel (an American distributor of Opel performance parts) and Toyota Canada had provided four-time Canadian Champions Walter Boyce and Doug Woods with their usual Toyota Corolla 1600 Coupe. After his win in the Rally of the Rideau Lakes earlier in the year, Boyce was hoping for a good performance in the POR which is the only major rally in North America which he had not won.

The remainder of the entry list was filled out by an assortment of cars including Datsuns (easily the most popular car in the rally), Fiats, Opels, a Ford Shelby GT350, a Chevrolet Corvette, a Lancia Fulvia HF and even an ex-works Alpine. In all there were 65 entries, 85 of whom started the rally.

The rally began with a stage on Belle Isle, an island in downtown Detroit which is crisscrossed with tarmac roads and bridle paths. The stage itself was predominantly tarmac with a short stretch of slippery mud track and the finish just over a hump-back bridge. Racing tyres were banned for this stage, but Scott Harvey using some very wide street tyres was fastest by four hundredths (timing on the rally was done to the hundredth of a minute and not to the second) from Buffum's Escort and Bill Dodd in a Capri 2800. After Belle Isle the rally took in three spectator stages before the serious rallying began in the Lower Peninsula. The purpose of these spectator stages was to provide an opportunity for the general public to see a stage without having to travel great distances to the north woods, and to foster an interest in rallying which, until now, has not been a spectator sport in the USA. The first stage was a motocross track in Lansing which was extremely muddy and covered with large water holes. It should have provided the 4WD Jeeps with an opportunity to build up a lead in such slippery conditions, but in fact Boyce won the stage, much to the surprise of the Jeeps who themselves were starting to have engine troubles. On the way to the next stage, Harvey's Colt blew an oil line but he needn't have worried since the stage was impassible and was cancelled. Next was an incredibly twisty stage in Alma which cut up very quickly, much to the delight of the Jeep drivers who finished one-two.

Once these artificial stages had been run, the route headed north to a series of four stages which changed the complexion of the rally completely. The two Jeeps were having serious engine problems, and first Erhard Dahm pulled over with a blown engine while Gene Henderson did likewise on the next stage. However, the real story was Walter Boyce who began to fly over the stages and





Tom Samida/Brian Fox Dodge Colt at the humped-back bridge on Belle Isle.



Jim Walker's Volvo 142

built up a lead which he was never to relinquish or even have seriously challenged for the remainder of the event. Behind Boyce, Taisto Heinonen and Bob Hourihan were having quite a battle for second place until Heinonen hit a tree after breaking a front shock absorber. The Opel was only slightly damaged but the impact had broken the distributor rotor and with no spare in the car, their rally was over. After installing a new engine the night before the rally, Jim Walker was forced to drive his Volvo at less than his normal speed but was still staying in touch with the leaders. The Subaru team suffered a blow when first Randy Black blew a head gasket, and then Edgar Herrmann had a throttle cable break and was forced to drive with a hand throttle until it could be repaired. In fact, Herrmann was slowed throughout the rally by continual throttle breakages. John

Buffum had been driving a very conservative rally in an attempt to finish, but when he began to speed up he left the road on a bad corner, doing little damage to the car but stalling the engine. When he pushed the starter button, nothing happened, and after looking under the hood for 15 minutes it was a very embarrassed John Buffum who discovered that the reason the engine would not fire was that the ignition switch was off! As the night progressed, the roads became very wet and slippery, but they did not slow down Boyce who was pushing his Toyota to fastest time stage after stage and was easily equalling or beating the stage times set last year by Harry Kallstrom in the works Lancia. At the end of the first night Boyce led with a penalty of 106.22 m from the Datsun of Hourihan/Phillips (111.98), the Harvey/Beckman Colt (115.53), the Smiskol's 240Z (117.23) and the Walker/Palmer Volvo (118.02).

The Upper Peninsula of Michigan is really the heart of the POR rally. The stage mileage on the second night is equal to that of the rest of the rally and a good performance on this section can move a competitor up several positions in the standings. The stages are long and smooth and in past years snow has been a common occurrence. There was some snow this year but in general the roads were clear but still very slippery from rain the previous week.

After breaking in his engine the first night, Jim Walker began a determined drive for second place. He soon passed both Smiskol and Harvey into third place and was closing fast on the second placed Hourihan/Phillips Datsun. However, he inherited second when the Datsun left the road, on a very rutted stage being run for the second time, and got hopelessly stuck in the deep sand. It was a sad end to a very good drive by Hourihan who had been using his incredible local know-

ledge of Michigan rally roads to good effect. Not long after this, Walker had a battery cable break loose and a starter motor fail but still retained his second place ahead of Harvey's Dodge Colt. Also driving very quickly the second night was John Buffum who was making the most of his Escort's horsepower on the smooth, wide-open stages to move up in the standings from fourteenth to sixth. Although they were not very fast, all three Polski Fiats were running strongly (the best of them being Mucha/Zyszkowski) and looked certain of winning the manufacturer's team prize. Walter Boyce was finding his new Dunlop Mk II rally tyres to be ideal for the stage surfaces in the Upper Peninsula and continued to set fastest times with Walker not far behind. With two nights of the rally completed Boyce led at 304.96 m from Walker (323.51), Harvey (332.11) and Smiskol (334.37).

With first place virtually decided and the other top positions secure, one would have thought the third night would be very uneventful. Such was not the case for many cars were starting to feel the strain of two nights of flat-out driving and service crews were kept very busy. On the first stage out of St Ignace, Tom Samida broke an oil filter on his Dodge Colt and was forced to retire in mid-stage with no oil. After this stage Boyce's service crew had to change a front strut and tighten a loose wheel bearing. The leading Toyota was also having intermittent lighting failures and the driving lights had to be wired directly to the battery bypassing the relays and switches. The stages in the western half of the Lower Peninsula are twisty but smooth and John Buffum was making another bid to gain on the leaders. He had no trouble passing the Datsun 160SSS of John Rodgers into fifth place but he had little hope of catching the Smiskol's 240Z which was being driven quickly and having a trouble-free run.

The last five stages were probably the roughest of the entire event and no one was really trying on them especially Boyce who had just replaced a burst heater hose and Walker who broke an alternator belt and drove to the finish with only one light. At the finish in Alma, the cars ran the same spectator stage again but this time in reverse order of position such that Boyce was the last car over the stage and on to the finishing ramp. Prior to this stage, Scott Harvey's Colt was excluded from the rally for using a non-homologated strut brace which resulted in both John Smiskol and John Buffum moving up a position into third and fourth respectively.

At the finish, the main topics of conversation were Boyce's domination of the rally and the future of the POR as a World Championship event. There is no question that the rally is one of the most challenging in the Championship series, with an excellent route, efficient controls with perfect watches and scorers who always provide up-to-date and accurate results. However, without a major sponsor and full-time workers the rally lacks the polish and finesse of some of the other qualifiers and it is hoped that the FIA will realize the potential of the POR and the benefit of having two World Championship rallies in North America in 1974.

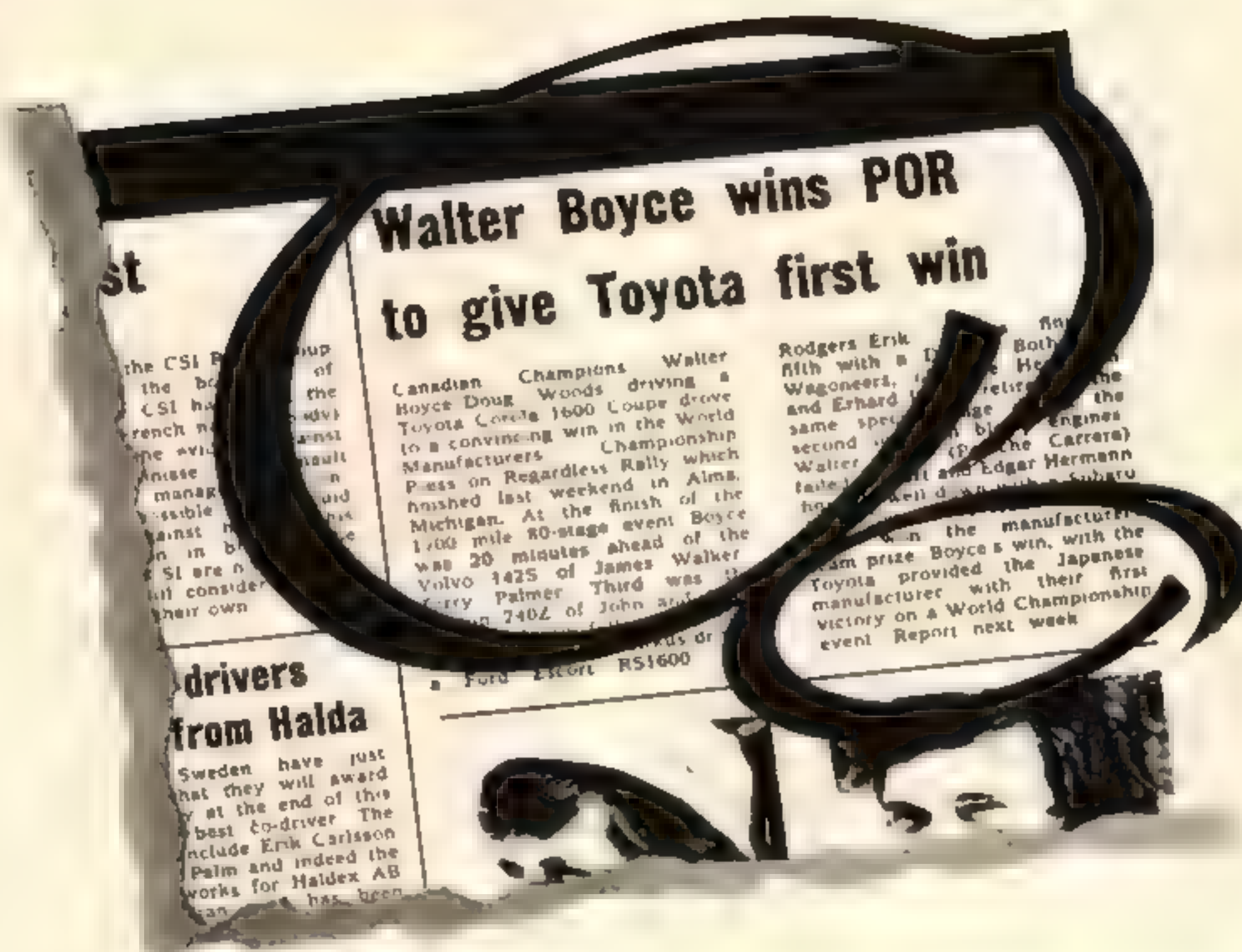
As for Boyce, he proved to everyone present that he is without question the best rally driver in North America and at 27 years of age has now won every major international rally on the continent. How long will it be before he is provided with a competitive ride in Europe?

1. Walker/Boyce/Doug Woods (Toyota Corolla 1600 Coupe) 4:58.47
2. Jim Walker/Terry Palmer (Volvo 142S) 4:52.72
3. John Smiskol/Carol Smiskol (Datsun 240Z) 4:53.60
4. John Buffum/Wayne Zitzus (Ford Escort RS1600) 4:59.09
5. John Rodgers/Erk Brooks (Datsun 1600SSS) 4:53.03
6. Robert Mucha/Ryszard Zyszkowski (Polski Fiat 125P) 4:53.51
7. B. Dodd/Rudy Kren (Ford Capri 3600) 4:54.91
8. Jim Caon/Gary Hays (Datsun PL510) 4:58.20
9. Steve Carr/R. K. Anderson (Datsun PL510) 4:59.47
10. Charles M. Lyer/Doug Leventon (Datsun PL510) 4:59.21

Starters: 23 Finishers: 10  
Class winners: Class A (8 to 1500 cc) Edgar Herrmann/John LeBlanc (Subaru GT Coupe) Class B (1301 to 1600 cc) Walker/Boyce/Doug Woods (Toyota Corolla) Class C (1601 to 2000 cc) Jim Walker/Terry Palmer (Volvo 142S) Class D (2001 to 2400 cc) John Smiskol/Carol Smiskol (Datsun 240Z) Class E (1901 and up) no finishers.

Team Awards: Manufacturer's Team: Polski Fiat team





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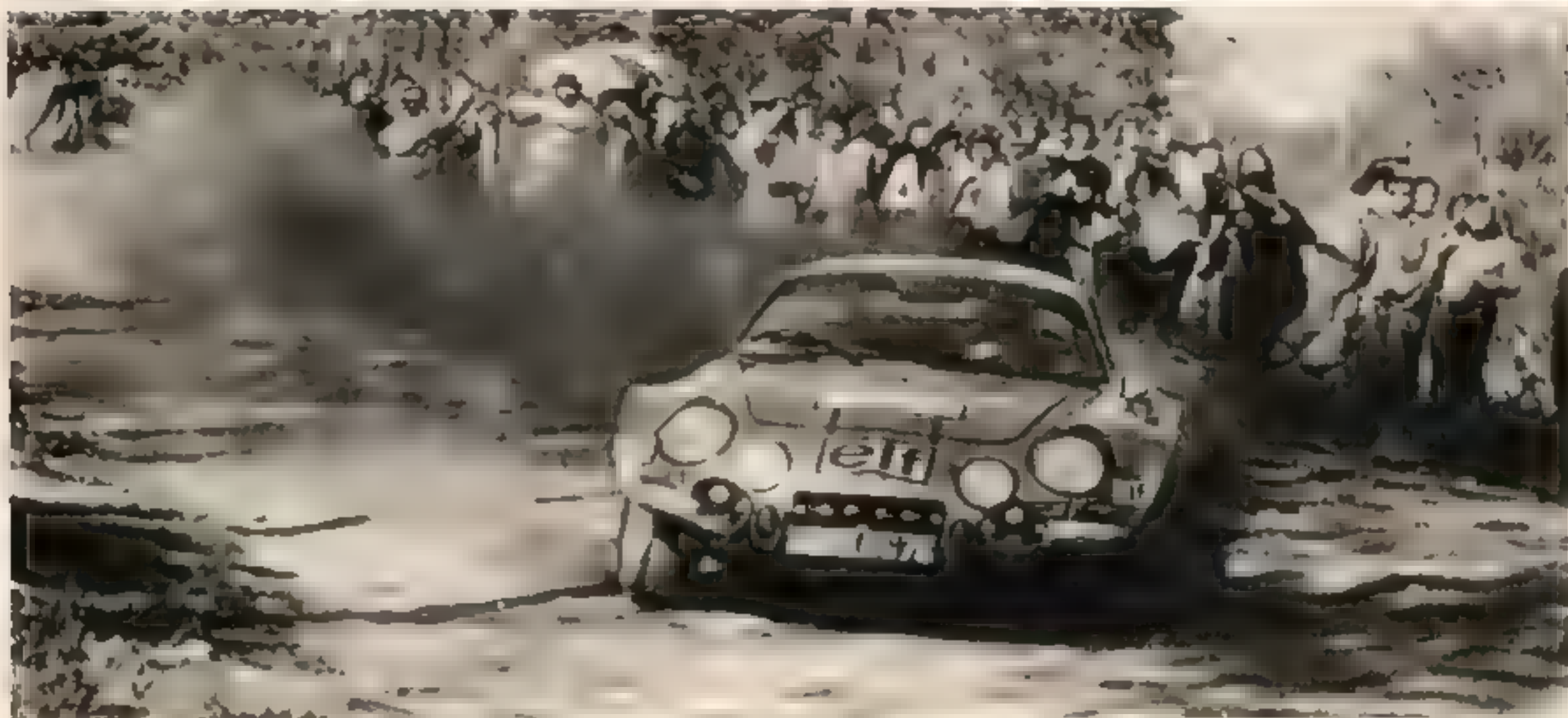
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## RAC Rally guide—introduction



A Renault Alpine at speed at the TAP Rally. Alpine have already won the manufacturers title and have entered the RAC for prestige.

# 1973 INTERNATIONAL RALLY OF GREAT BRITAIN

## Who will win?

By JOHN DAVENPORT

Last year a Ford Escort driven by an Englishman won the RAC Rally. If you had asked anyone before the event who was going to win, they would almost certainly have said that as in the ten previous years it was bound to be a Scandinavian. With that Nordic Myth a bit battered by the boisterous Mr Clark, we had better be more open minded this year.

It could be that Roger Clark can complete another terrific season of British rallying and pull off the double to emulate such greats as Tom Trana and Harry Kallstrom. It is not beyond the realms of possibility for Clark is on great form and has a car equally quick and well-prepared to his winning car of last year. However, one never likes to bet on a second-time winner especially when his team mates, Hannu Mikkola and Timo Makinen have the same cars and plenty of determination themselves to beat the cheeky chappie. Though they have different sponsorship, their cars are identical under the skin and since last year boast 50 mm Weber carburettors instead of the injection that Clark and Makinen had and the 45 DCOEs of Mikkola.

A lot of work has gone into the suspension of the Escorts since last year and though they have rejected coil spring rears and other sophisticated gadgets for the time being, the overall suspension is lower due to a higher sump guard fitting and the ride is softer.

Against the 220 bhp plus of the Escorts, only the Datsun 240Zs and the BMWs can come up with anything like the same power reliably transmitted to the road. The Datsun team is now a very formidable bunch with Tony Fall and Harry Kallstrom being joined by Chris Sclater to drive three fuel injected 240Zs. Already a week or so has been spent on testing as anyone would know who had watched Wheelbase on Tuesday, and it has had its results. First the injection system works well with no hesitation and though the overall power is not much greater than on carburettors, the drivers report that it picks up better. The brakes have also come in for attention and they hope that at last enough of them have been transferred to the rear of the cars to make them driveable on unseen roads at speed. They have been trying tyres as well and it was a bit of a

blow to Dunlop Japan to discover that the big cars were quicker round their test track on Klebers than on the latest slant-eyed Dunlop, but at least this blow to the pride may have some effect before the rally. For Kallstrom it is his first ride in a big Datsun but his driving talent, though sometimes elusive, could tame the beast and bring it in to a strong finish.

For the BMWs, it is another story for they are rather unused as a team to this sort of rallying. Achim Warmbold is a rising talent of real worth but so far his victories have been on rallies where recce are permitted and pace notes used. This rally may be the test that will prove his skill, but for his team-mate, Bjorn Waldegaard, no such proof is needed though the RAC Rally win has always eluded him. So many times has he been here with a tired end-of-season Porsche and led until he retired with a broken car, but now the BMW may give him the chance. Compared with the Escort, the BMW is heavy and less manoeuvrable but its 16 valve Schnitzer engine is every bit the match of the BDA Ford and seems to have much more torque. BMW have been doing a lot of suspension testing with Bilstein and now reckon to have their initial problems cured. Indeed, Martin Braungart, the engineer responsible for the success of the 3.3-litre coupés has been working on the rally cars since the end of the Silverstone touring car race and has been out on the Austrian and San Remo rallies to see the cars in action. BMW also have a new team manager, Rainer Bratenstein, which means that their most recent efforts have been better co-ordinated than sometimes in the past.

There is no better combination for the RAC Rally than Scandinavians in Scandinavian cars and when you learn that Stig Blomqvist, Per Eklund and Simo Lampinen are all driving works Saabs backed up by Tapio Rainio in a Saab Fin and car, then you must realise that hopes are high for a Saab victory. The cars are less powerful than their opponents but they have more than last year since the new cylinder heads were homologated for the V4 engine. Certainly on the 1,000 Lakes and in Austria, Blomqvist showed that he is definitely one of the fastest drivers in the world while Eklund's talent is maturing too. Lampinen has been principally a Lancia driver for the past three years but he has



# RAC Rallyguide—introduction

## 1973 INTERNATIONAL RAC RALLY OF GREAT BRITAIN

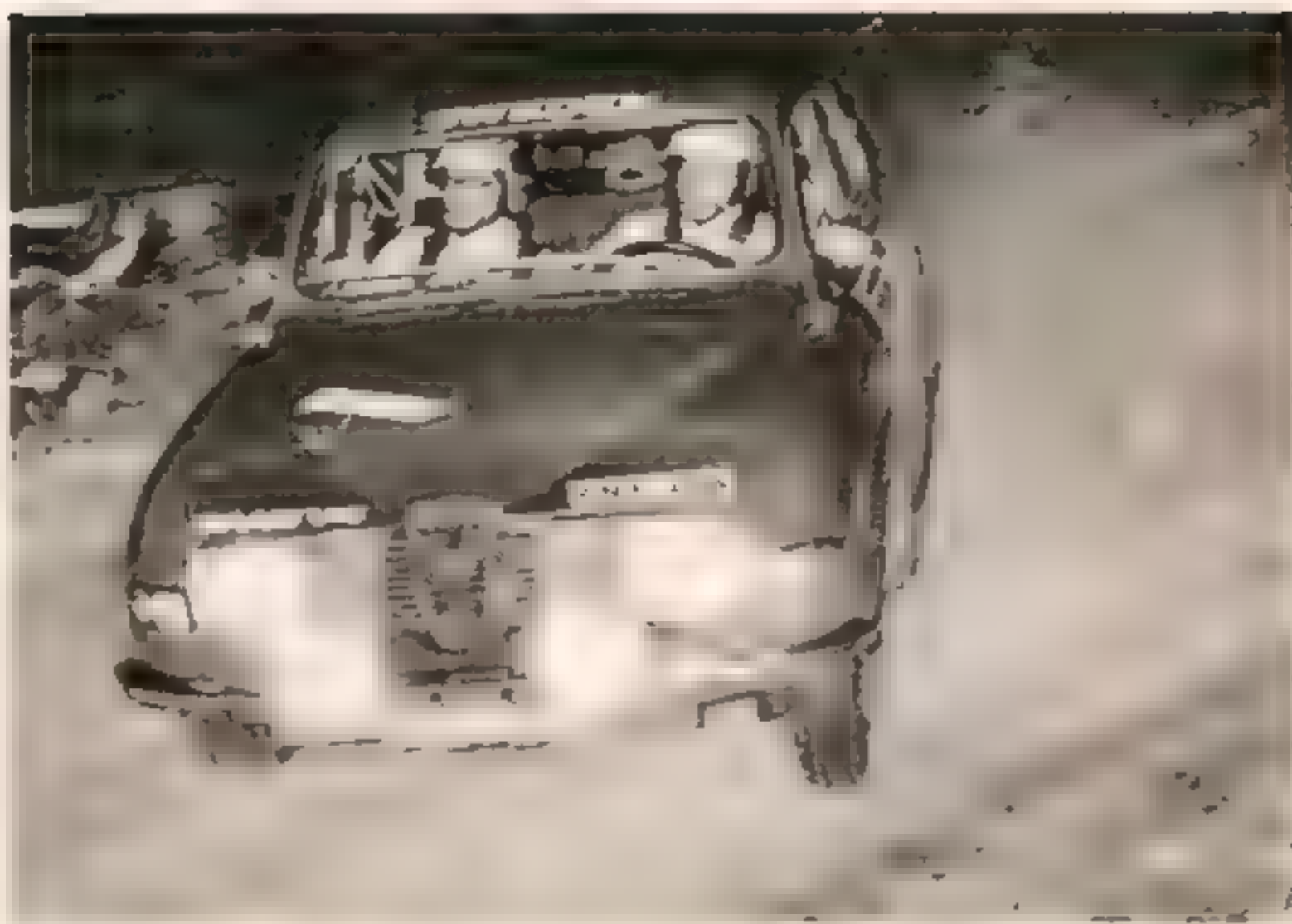
kept his hand in with a Saab in Finland and was rewarded with a win on the 1,000 Lakes Rally last year so he is no slowcoach either. The question for the Saab is one of conditions; if these other cars have it dry or just damp so that they can put their power to the road, then the Saab is struggling, but let it get just a look at some snowy stages or a bit of fog and mist and then the terms are more equal.

With more power than the Saabs are the Opel Asconas but until now they have never really been a problem on the RAC Rally. Ove Eriksson was second in 1970 to Kalstrom's Lancia but that has been the best result to date. Now they have the crossflow engine and about 190 bhp and a little more weight, not only from their Swedish Dealer Team but also from the German factory. Participation is still not official but Helmuth Bein does work for Opel and takes a great interest in the Irmischer Tuning Asconas which will be driven by Walter Rohrl and Rauno Aaltonen. Rohrl has been giving Munari quite a chase in the European championship this year and Aaltonen's talents are so well charted that it is not profitable to repeat them, but if there is to be a winner in an Opel then it will probably be a Swedish car driven either by the burly Eriksson or the ascetic-looking Anders Kullang who has already shown his speed on the Scottish Rally.

Still with the Swedes, there are the two Toyota drivers, Ove Andersson and Leif Asterhag. The former is well known and is the official works driver for this team but he has recruited into it the extremely fast young Mr Asterhag for this one event. The cars are two Celicias but still using the 1600 cc engine so that the power is down near the 155 bhp mark and their chances of outright victory rest principally with other people's retirements as a result.

Perhaps the most damaging blow to Nordic pride would be if a Frenchman won the rally and that is not so unlikely either. There are two Renault Alpines here for Jean-Luc Therier and Jean-Pierre Nicolas whose results so far this year have clinched the World Championship title for their employers. Therier is undisputed master of the unseen as far as the French are concerned and he normally practises so little for even the most major events that he is already used to going flat-out and not knowing where the road goes. The cars are not really the most suitable for the forest going but they are agile with 170 bhp from their 1600 cc engines to power their light fibreglass bodies. They are also extremely reliable and have been developed to the point where they can win almost any kind of rally no matter how rough or smooth. The only thing counting against them is their relative lack of experience at this sort of rallying, both from the point of view of the driver and of the rest of the team. However, Therier adapts fast and Nicolas is quick but cautious so that between them, they could well add points to Alpine's already large total.

## 1973 INTERNATIONAL RAC RALLY OF GREAT BRITAIN



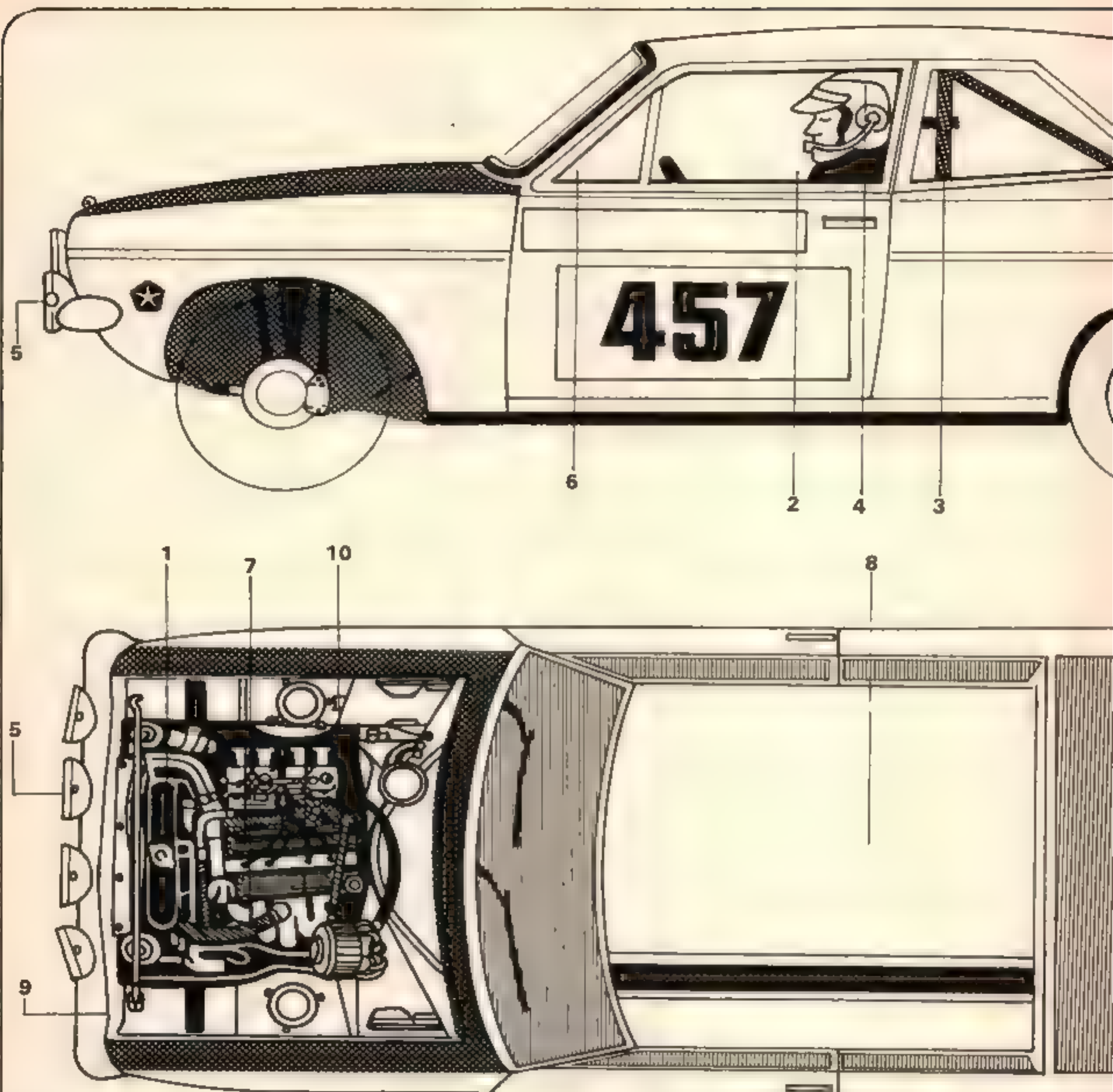
Stig Blomqvist, Arne Hertz winning the Swedish Ostgotarallyt earlier this year



Fiat 1600 Spyders will be driven by Verini and Barbasio. Below: Ove Andersson testing his RAC Toyota Celica late last week.







ILLUSTRATED BY David Tremain

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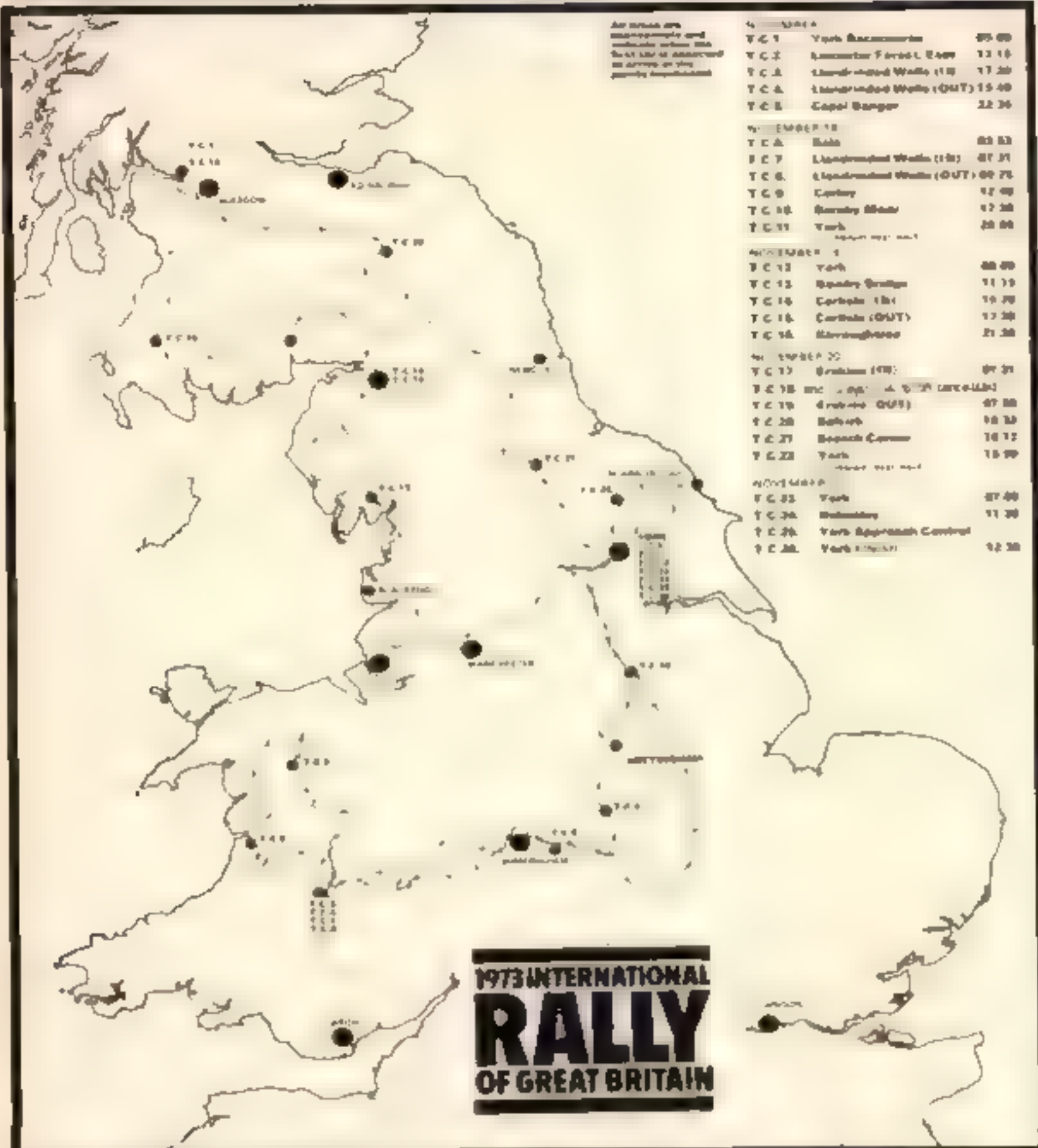
## A line drawing of a classic car, showing the front left side. The car has a rounded hood, a prominent headlight, and a grille. The wheel is visible, and the car is shown from a side profile.

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# RAC Rallyguide—route



## 1973 INTERNATIONAL RAC RALLY OF GREAT BRITAIN

continued from page 21

The entry from Italy is the only disappointing thing in the rally for we have only two Fiat's and those in the hands of Sergio Barbasio and Maurizio Verini while the real chargers, Pinto and Paganelli are left at home. Twice winners of the RAC, Lancia now have other fish to fry with the Stratos building its muscles for Corsica and the Monte Carlo, but Marlboro have insisted on a presence in this very important rally so they have sent a singleton entry for Italian champion-elect Amilcare Ballestrieri.

One could go enumerating the drivers who could win the RAC Rally 1973 but before ceasing we shall just ensure that sufficient insurance has been taken to stop us looking too. For homegrown talent, let us not forget the Escorts of Andrew Cowan, Adrian Boyd, Barry Lee and Vic Preston Junior while another Ford lurks in the hands of one Markku Alen who may just surprise us all and a lot of the other Escort drivers as well. Gunnar Blomqvist's Opel Ascona and Lasse Jonsson's Saab are competitive too but now we must stop and try to answer the initial question.

Of course the true answer is that it can't be correctly answered until Wednesday, November 21, but let's say that Roger Clark, Stig Blomqvist, Jean-Luc Therier and Hannu Mikkola all start on equal, favourites with the bias towards Blomqvist if the weather turns nasty. As a second row, Timo Mäkinen, Harry Kallstrom, Ove Eriksson, Per Ek and Tony Fa and Anders Kullang must stand in the wings with an excellent chance of success while last but not least Simo Lampinen, Horn Wadegaard, Jean Pierre Nicolas, Rauno Aaltonen and Andrew Cowan.

### TELEPHONE INFORMATION

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Adrian Boyd—Lombard and Lister Escort



### ENTRIES

No.	Driver Co-driver	Nationality	Team	Entrant	Car	Class	Year
1	Roger Clark Tony Mason	GB	Team Clark	Unlabeled	Ford Escort RS 1600	1990	1
2	Stig Blomqvist Anne Jensen	S	Saab Scania	Unlabeled	Saab 96 V4	1815	2
3	Jean-Luc Therier	F	Alpine Renault	Unlabeled	Alpine Renault	1800	4
4	Bern Wadegaard Hans Thomsen	N	BMW Motorsport GmbH	Unlabeled	BMW 2002	1990	6
5	Harry Kallstrom Cees B. van der Wal	S	Datsun UK Ltd	Unlabeled	Datsun 240Z	2394	9
6	Hannu Mikkola John Davenport	SF/GB	M. A. Motorsport Board Ford	Unlabeled	Ford Escort RS 1600	1990	0
7	Per Eklund Bo Rindhe	S	Saab Scania	Unlabeled	Saab 96 V4	1815	0
8	Jean-Pierre Nicolas	F	Alpine Renault	Unlabeled	Alpine Renault	1800	4
9	Ove Eriksson Gert and Philipps	S GB	Team St Bruno	Unlabeled	Toyota Celica	1380	5
10	Rauno Aaltonen Paul Easter	SF/GB	Irmscher Tuning	Unlabeled	Opel Ascona A 1900	1985	6
11	Adrian Boyd Jean T. J.	D/F	BMW Motorsport GmbH	Unlabeled	BMW 2002	1990	6
12	Ove Eriksson B. van der Wal	S	General Motors Dealer Assn.	Unlabeled	Opel Ascona Rallye	1990	6
13	Timo Mäkinen Harry Kallstrom	SF GB	M. A. Motorsport Board Ford	Unlabeled	Ford Escort RS 1600	1990	0
14	Simo Lampinen S. van der Wal	SF/S	Saab Scania	Unlabeled	Saab 96 V4	1815	0
15	Anders Kullang O. van der Wal	S	General Motors Dealer Assn.	Unlabeled	Opel Ascona Rallye	1990	6
16	Amilcare Ballestrieri S. van der Wal	I	Marlboro-Lancia	Unlabeled	Lancia Fulvia HF	1990	6
17	Tony Fa Mike Wood	GB	Datsun UK Ltd	Unlabeled	Datsun 240Z	2394	9
18	Markku Alen V. van der Wal	SF	Moscowcraft	Unlabeled	Ford Escort RS 1600	1800	0
19	Sergio Barbasio S. van der Wal	S	Fiat SpA Turin	Unlabeled	Fiat 124 Rallye Ardena	1980	2
20	Andrew Cowan Johnston	GB	The Scotsman	Unlabeled	Ford Escort RS 1600	1997	6
21	Gunnar Blomqvist	S	G. Blomqvist	Unlabeled	Opel Ascona	1990	6
22	Chris Scalet M. van der Wal	GB	Datsun UK Ltd	Unlabeled	Datsun 240Z	2394	9
23	Leif Agerhaug Anders Kullang	S	Team St Bruno	Unlabeled	Toyota Celica	1380	5
24	Tabo Rindhe K. van der Wal	SF	Oy Scan-Auto AB	Unlabeled	Saab 96 V4	1815	0
25	Adrian Boyd Robert McBurney	GB	Lombard & Lister Rally Team	Unlabeled	Ford Escort RS 1600	1800	0



# RAC Rallyguide—route

NOVEMBER 17

NO	NAME	ENTRY	EXIT	TARGET TIME	ARRIVAL MIN	TIME MAX
TC 1	YORK START					9.00
SS 1	*Bramham	96/397414	97/426401	2.00	8.58	9.47
SS 2	Coston North			2.30	10.51	11.28
SS 3	Coston South			3.40	11.00	11.37
SS 8	*Sutton Park One	131/091955	131/109986	4.00	14.15	14.33
SS 7	Glasshampton			1.30	15.11	15.45
SS11	Red Lion H			2.30	20.14	20.45
SS12	Cwm Ys Gwern			3.00	20.45	21.39
SS13	Hazen 1			5.00	21.02	21.29
SS14	Hazen 2			8.00	21.10	21.40
SS15	Tareneg			8.00	21.39	22.18
SS16	Myheron			3.00	22.15	22.43
SS17	Rhodri			2.30	23.15	23.46
SS18	Taliesin			5.00	23.59	0.08

NOVEMBER 18

SS19	*Dovey 1	127/755086		15.00	0.27	0.46
SS20	Dovey 2			7.30	0.50	1.15
SS21	Coad y Brenin East			3.00	1.26	2.04
SS22	*Coad y Brenin West	118/727233	118/714271	7.00	1.37	2.19
SS23	*Penmachno South	118/767500		5.00	2.18	3.4
SS24	Penmachno North			2.30	2.26	3.24
SS25	Clocaenog 1			4.30	2.52	3.59
SS26	Clocaenog 2			6.30	2.49	4.07
SS27	*Clocaenog 3		108/039536	7.30	3.08	4.9
SS28	Clocaenog 4			4.30	3.18	4.34
SS29	Dyfnant			6.30	5.51	6.32
SS30	*Radnor	128/215642	128/234670	5.30	9.52	10.1
SS31	*Burwarren	129/608638	129/610869	7.30	10.46	11.26
SS32	Brugoch			3.30	11.2	11.34
SS33	*Sutton Park Two	131/109986	131/049956	4.30	12.0	13.05
SS34	*Bryn	133/814612	33/809616	2.30	14.12	14.47
SS35	Fermyl			3.30	15.15	15.45
SS36	Fnochadas			1.30	15.58	16.29
SS37	S. A. A.			1.30	16.58	17.18

NOVEMBER 19

SS38	*Eghol	96/182404	96/196385	2.00	8.51	8.58
SS39	*Heaton Park	101/840044	101/840044	1.30	9.40	10.13
SS40	G. Jeddle			8.30	12.32	12.36
SS41	Dunrobert			2.30	12.56	13.7
SS42	Ennerdale			2.00	13.44	14.13
SS43	Wythop			1.30	14.18	14.54
SS44	Dodd			3.30	14.35	15.8
SS45	Tinnisburn			2.30	18.09	18.22
SS46	Castle D. Er			4.30	18.46	19.11
SS47	Twiggess			6.30	18.57	19.24
SS48	As West			6.30	18.48	19.31
SS49	*As East	75/979903	75/962947	7.30	19.58	21.47
SS50	Bannan			4.30	21.03	22.12
SS51	Kirroughtree			2.30	21.30	22.42
SS52	Baunton			2.30	23.16	23.42
SS53	Drumglohn			8.00	23.28	23.34

NOVEMBER 20

SS54	G. Jeddle	62/262403	62/284796	5.00	9.35	10.10
SS55	C. Jeddle	69/293385	69/313389	6.30	9.53	10.13
SS56	E. Jeddle			2.30	10.11	10.36
SS57	C. Jeddle	69/366756	69/348362	6.30	11.48	11.46
SS58	*K. Jeddle 1	76/624441	76/648902	5.30	12.57	13.28
SS59	*K. Jeddle 2	76/648905	76/648902	6.30	13.05	13.41
SS60	*K. Jeddle 3	76/653896		2.30	13.17	13.4
SS61	*K. Jeddle 4		76/679674	2.30	13.20	13.58
SS62	*K. Jeddle 5	76/723866		4.30	13.40	14.10
SS63	*K. Jeddle 6			7.30	13.38	14.20
SS64	*K. Jeddle 7		77/786766	7.30	13.40	14.35
SS65	*Hammerby	84/079309	Public parking	6.30	14.19	16.23
SS66	Slings West			2.30	15.42	17.38
SS67	Slings East			2.00	15.45	17.12

NOVEMBER 21

SS68	*Wykeham	93/943849	93/939900	2.00	8.00	8.20
SS69	*Bridges	93/964945	93/944925	3.30	8.12	8.45
SS70	Lea Jeddle			5.30	8.24	8.51
SS71	S. Jeddle			7.30	8.39	9.11
SS72	S. Jeddle			4.30	8.51	9.28
SS73	*Da by North	92/876862	92/876834	15.40	9.30	9.38
SS74	*Da by South	92/876862	92/876834	6.30	9.43	1.38
SS75	*P. Jeddle	92/876862	92/876834	10.00	9.57	10.54

\* No later spectator stage



## Spectating in Wales

The Forestry Commission are getting switched on to the fact that a lot of people turn out to watch the RAC Rally even in the night and they have started to expand their spectator facilities, especially in the realm of car parking. This year, they have arranged for four major car parks for spectators to cater for 1,450 cars. These are the locations and facilities available. At most of them, there will be marshals and Forestry men to tell you where to park and which way to walk to find the rally. The times given are of the earliest time for car number one and if you want to get in position to see the leaders, you should reckon on being at the car park at least one hour before that.

1. Dovey, Sunday, 0027 hours. Car park for 250 cars. Turn off A4084 to Aberangeli (118/845099) keep straight on through lodge gates and parking starts immediately. Cost 10p. There are two stages in Dovey Forest and the competitor access is on the west side of the forest near Corris. Spectators are asked to avoid this. There is a passage control at Cross Foxes if they want to see the cars static and another one in Machynlleth municipal car park.

2. Coad-y-Brenin, Sunday, 0128 hours. Car park for 450 cars. Go to Pont Dolgysfeliau north of Gantwyd on the A487 (118/721269) and turn off to the north-west. You will be using the rally route in the opposite direction to the rally cars for 500 yards so arrive early! After 500 yards, turn hairpin left and park under the instructions of the marshals. Cost 10p. You are asked to avoid trying to watch the rally south of Gantwyd where the rally route crosses the A487.

3. Penmachno, Sunday, 0218 hours. Car park for 500 cars. Rather than try to describe the exact location of this park, the Forestry Commission has set up an information point at 107/793508 which is on the B4406 at the entrance to Penmachno village approaching from the north. Here you may pay your 10p and get a map of where you have to go to park and where you will find the rally. You are specifically asked to approach from the north as the rally cars will be using the approach from the south. They will also be using the last quarter of a mile of this B4406 between the Woolen Mills and the Conway Falls Hotel so arrive early so as not to meet them head on.

4. Radnor, Sunday, 0932 hours. Car park for 250 cars. Enter the forest from the A488 west of Bledfa at 128/189683 and follow the marshal's instructions. Cost 10p. This is the only daylight one and will be the most popular so arrive early so as not to be disappointed. There is no possibility of getting mixed up with the rally cars.

Wherever you go to watch in Wales, remember that it pays to be early not only because you will then get a proper chance to see the stars in action but because the narrow roads cannot stand spectator traffic at the same time as rally traffic. There are service cars on the main roads trying to get through to somewhere else and if you hinder them or the rally cars, you are helping to spoil the rally which is your entertainment. If you have to park on a road, do it sensibly to leave plenty of room for two-way traffic.

26	Walter Mahr	D	Mischer Tuning	Opel Astra	1998	4
27	Shane Mahr	GB	Datsun UK Ltd	Datsun Sunny Coupe	1998	4
28	John Wood		Paul S. Tuning	Alfa Romeo	1998	4
29	Paul Wood	S	Paul S. Tuning	Opel Astra	1998	4
30	Paul Wood	S	Paul S. Tuning	Opel Astra	1998	4
31	Paul Wood	S	Paul S. Tuning	Opel Astra	1998	4
32	Paul Wood	S	Paul S. Tuning	Opel Astra	1998	4
33	Paul Wood	S	Paul S. Tuning	Opel Astra	1998	4
34	Paul Wood	S	Paul S. Tuning	Opel Astra	1998	4
35	Paul Wood	S	Paul S. Tuning	Opel Astra	1998	4
36	Paul Wood	S	Paul S. Tuning	Opel Astra	1998	4
37	Paul Wood	S	Paul S. Tuning	Opel Astra	1998	4
38	Paul Wood	S	Paul S. Tuning	Opel Astra	1998	4
39	Paul Wood	S	Paul S. Tuning	Opel Astra	1998	4
40	Paul Wood	S	Paul S. Tuning	Opel Astra	1998	4
41	Paul Wood	S	Paul S. Tuning	Opel Astra	1998	4
42	Paul Wood	S	Paul S. Tuning	Opel Astra	1998	4
43	Paul Wood	S	Paul S. Tuning	Opel Astra	1998	4
44	Paul Wood	S	Paul S. Tuning	Opel Astra	1998	4
45	Paul Wood	S	Paul S. Tuning	Opel Astra	1998	4
46	Paul Wood	S	Paul S. Tuning	Opel Astra	1998	4
47	Paul Wood	S	Paul S. Tuning	Opel Astra	1998	4
48	Paul Wood	S	Paul S. Tuning	Opel Astra	1998	4
49	Paul Wood	S	Paul S. Tuning	Opel Astra	1998	4
50	Paul Wood	S	Paul S. Tuning	Opel Astra	1998	4



# RAC Rally guide—entry



## Prominent British drivers



32 Jack Tordoff PORSCHE



37 Tony Fawkes FORD



43 Will Sparrow VAUXHALL

51	E. Aaby	N	E. Aaby	Opel Ascona	1897	6*
52	H. Aaby	GB	Cystal Rally Sport-Hu	Porsche Carrera	2700	2
53	B. Aaby	SA		Ford Escort RS 1600	1631	6
54	C. Aaby	ER	B. Coenen	Ford Escort RS 1600	1640	4*
55	D. Aaby			Opel 55	1150	
56	E. Aaby	GB	Shed Dr Tools	Ford Escort RS 1600	1914	6
57	F. Aaby	GB	Chrysler Dealer Team	Subaru Impza SR	998	3
58	G. Aaby	GB	C. Thompson	Ford Escort RS 1600	1800	6*
59	H. Aaby	NL	Gulf Six Team	Opel 44	1148	3
60	I. Aaby	GB	Woodsouth	Chrysler Avenger GT	1898	
61	J. Aaby	GB	R. Bean	Ford Escort RS 1600	1601	2
62	K. Aaby	GB		Ford Escort RS 1600	1600	6
63	L. Aaby	GB	P. Aaby	Ford Escort RS 1600	1850	6*
64	M. Aaby	GB/MC	W. Aaby & W. Aaby	Chrysler Avenger GT	1898	
65	N. Aaby	GB	Baydon	Ford Escort TC	1558	3*
66	O. Aaby	GB	P. Clapper	Alfa Romeo	1283	4
67	P. Aaby	GB	A. Penson	Ford Escort RS 1600	1720	6
68	Q. Aaby	GB	TEA R.F.C.	Ford Escort Max 1.0	1401	6
69	R. Aaby	GB	Alfa Romeo Ltd. Group	Ford Escort RS 1600	1760	6
70	S. Aaby	P	M. Fiquet	Datsun 240Z	2397	9*
71	T. Aaby	GB	A. Vignier	Datsun 240Z	2400	9
72	U. Aaby	GB	N. Vignier	Ford Escort	1600	6
73	V. Aaby	GB	The Motor Group of C.M.	Vauxhall Firenza	2279	7
74	W. Aaby	SF	The Motor Group of C.M.	Saatchi & Saatchi	1498	1*
75	X. Aaby	GB	The Birmingham Post	Chrysler Avenger	1898	3
76	Y. Aaby	GB	Vauxhall Club Group	Vauxhall	2000	6
77	Z. Aaby	S	BMW 1000	BMW 1000	1990	6*
78	AA. Aaby	DDR	VFA A. Aaby & Co.	Vauxhall 355	992	3
79	AB. Aaby	F	M. Aaby	Renault Alpine A10	1598	8*
80	AC. Aaby	DDR	VFA A. Aaby & Co.	Vauxhall 355	992	5
81	AD. Aaby	GB	VFA A. Aaby & Co.	Chrysler Avenger GT	1898	
82	AE. Aaby	GB	T. Aaby	Mini Cooper S	1293	4*
83	AF. Aaby	GB	John Rye Sports	Ford Escort RS 1600	1800	6
84	AG. Aaby	GB	Leeds City of York 10	Vauxhall Firenza	2300	7
85	AH. Aaby	GB	W. Aaby	Opel Ascona	1600	1*
86	AI. Aaby	DDR	VFA A. Aaby & Co.	Vauxhall 355	992	3
87	AJ. Aaby	NL	T. Aaby	Opel Ascona	1584	1*
88	AK. Aaby	GB	P. Aaby	Mini Cooper S	1293	4*
89	AL. Aaby	GB	Thompson	Vauxhall Firenza	2278	7*
90	AM. Aaby	GB	Ministry of Defence	Volkswagen	1570	5
91	AN. Aaby	SF	Blue Star Team	BMW 1000	1990	2
92	AO. Aaby	GB	J. Aaby	BMW 1000	992	6*
93	AP. Aaby	GB	Shed Dr Tools	Ford Escort RS 1600	1800	6
94	AQ. Aaby	GB	T. Aaby	Ford Escort RS 1600	1800	6
95	AR. Aaby	GB	P. Aaby	Vauxhall Firenza	2279	7*
96	AS. Aaby	GB	M. Aaby	Proton 900	1091	9*
97	AT. Aaby	GB	P. Aaby	Vauxhall	1986	2*
98	AU. Aaby	S	K. Aaby	Vauxhall	1986	6
99	AV. Aaby	GB	R. Aaby	Opel Ascona 1600	1590	1
100	AW. Aaby	GB	E. Aaby	Vauxhall Firenza	2279	2
101	AX. Aaby	GB	M. Aaby	Ford Escort RS 1600	1800	6*
102	AY. Aaby	GB	R. E. Team	Opel Ascona	1584	1*
103	AZ. Aaby	GB	W. Aaby	Opel Ascona	1584	1*
104	BA. Aaby	GB	G. Aaby	Opel Ascona	1597	2*
105	BB. Aaby	GB	M. Aaby	Ford Escort TC	1598	3*
106	BC. Aaby	GB	S. Aaby	Ford Escort	1600	6
107	BD. Aaby	GB	M. Aaby	Ford Escort	1596	4
108	BE. Aaby	GB	V. Aaby	Ford Escort TC	1598	3*
109	BF. Aaby	GB	RME	Peugeot 304	1288	1
110	BG. Aaby	GB	M. Aaby	Opel 55	1148	3*
111	BH. Aaby	GB	V. Aaby	Ford Escort RS 1600	1800	6
112	BI. Aaby	NL	M. Aaby	Mini Cooper S	1476	1*
113	BJ. Aaby	GB	B. Aaby	Ford Escort TC	1594	3*
114	BK. Aaby	NL	M. Aaby	Ford Escort Max 1.0	1401	2
115	BL. Aaby	GB	R. Aaby	Ford Escort RS 1600	1800	6
116	BM. Aaby	SF	P. Aaby	Opel Ascona	1990	6*
117	BN. Aaby	GB	C. Aaby	Ford Escort RS 1600	1840	6
118	BO. Aaby	GB	D. Aaby	Ford Escort	1750	9*
119	BP. Aaby	GB	S. Aaby	Ford Escort	1800	6
120	BQ. Aaby	GB	M. Aaby	Porsche Carrera RS	2700	2*
121	BR. Aaby	GB	E. Aaby	Ford Escort RS 1600	1800	6
122	BS. Aaby	GB	N. Aaby	Renault	1598	5
123	BT. Aaby	GB	S. Aaby	Chrysler Avenger GT	1500	5



# RAC Rally guide—entry

124	R. and M. J. J. J.	GB	A. J. J. J.	Ford Escort Mk2	601	5
125	David L. J. J.	GB	A. J. J. J.	A. J. J. J. J. J.	1062	-
126	F. J. J. J.	GB	A. J. J. J.	Triumph Cobra	1518	5*
127	J. J. J. J.	GB	A. J. J. J.	Renault 5	1584	5
128	A. J. J. J.	GB	A. J. J. J.	Simca Rallye	1594	3
129	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1598	5
130	A. J. J. J.	GB	A. J. J. J.	MG	1598	9*
131	A. J. J. J.	GB	A. J. J. J.	Ford Escort GT	1597	4
132	A. J. J. J.	GB	A. J. J. J.	Ford Escort RS 1600	1601	6*
133	A. J. J. J.	GB	A. J. J. J.	Seat 96 V4	1608	1*
134	A. J. J. J.	GB	A. J. J. J.	Chrysler Avenger GT	1608	1*
135	A. J. J. J.	GB	A. J. J. J.	Ford Escort RS 1600	1610	6*
136	A. J. J. J.	GB	A. J. J. J.	Alpine Renault 1600 S	1615	1
137	A. J. J. J.	GB	A. J. J. J.	MG	1618	3*
138	A. J. J. J.	GB	A. J. J. J.	Chrysler Avenger GT	1620	1
139	A. J. J. J.	GB	A. J. J. J.	MG Cooper S	1621	4
140	A. J. J. J.	GB	A. J. J. J.	Chrysler Avenger GT	1622	1
141	A. J. J. J.	GB	A. J. J. J.	Ford Escort RS 1600	1623	6
142	A. J. J. J.	GB	A. J. J. J.	Ford Escort RS 1600	1624	6
143	A. J. J. J.	GB	A. J. J. J.	Ford Escort RS 1600	1625	6
144	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1626	4
145	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1627	4
146	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1628	4
147	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1629	4
148	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1630	4
149	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1631	4
150	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1632	4
151	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1633	4
152	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1634	4
153	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1635	4
154	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1636	4
155	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1637	4
156	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1638	4
157	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1639	4
158	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1640	4
159	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1641	4
160	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1642	4
161	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1643	4
162	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1644	4
163	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1645	4
164	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1646	4
165	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1647	4
166	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1648	4
167	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1649	4
168	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1650	4
169	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1651	4
170	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1652	4
171	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1653	4
172	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1654	4
173	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1655	4
174	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1656	4
175	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1657	4
176	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1658	4
177	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1659	4
178	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1660	4
179	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1661	4
180	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1662	4
181	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1663	4
182	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1664	4
183	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1665	4
184	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1666	4
185	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1667	4
186	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1668	4
187	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1669	4
188	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1670	4
189	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1671	4
190	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1672	4
191	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1673	4
192	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1674	4
193	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1675	4
194	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1676	4
195	A. J. J. J.	GB	A. J. J. J.	Ford Escort	1677	4



## Prominent British drivers



49 Paul Faulkner FORD



67 Frank Pierson FORD



73 George Hill VAUXHALL



# RAC Rally guide—drivers



1 Roger Clark FORD



2 Stig Blomqvist SAAB



3 Jean Luc Thénier ALPINE



4 Børn Wadegaard BMW



5 Harry Kallström DATSUN



6 Hannu Mikkola FORD



7 Jean Pierre Nicolas ALPINE



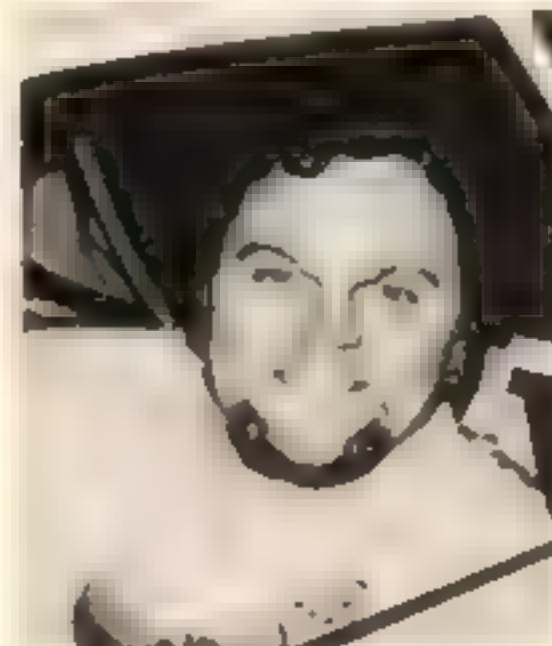
8 Ove Andersson TOYOTA



10 Rauno Aaltonen OPEL



11 Achim Warmbold BMW



12 Ove Eriksson OPEL



17 Tony Fall DATSUN



20 Andrew Cowan FORD



22 Chris Schläter DATSUN



25 Adnan Boyd FORD



39 Marie Claude Beaumont OPEL



# Surprise win in Ireland for Buckley/Caplice

Taking the lead early on the second day of this two-day event, Gerry Buckley and John Caplice of Kanturk, in the famous ex-Billy Coleman tatty Escort, were the surprise winners of the Munster MC & CC "Fit" Cork 20 Rally, held on November 3/4. Coleman himself, now mounted in the ex-Sclater Escort RS, looked a certain victor until he left the road early on Sunday, letting his cousin score a win in this, one of the richest non-international rallies in Ireland. Thanks to generous sponsorship from Fit Tyre Services, the total prize fund stood at £850, with £150 to the overall winner and most of the remainder being well distributed among six classes, in addition to special bonus awards for the first three Chrysler and Ford cars home. The rally was the sixth of seven rounds in the Irish Shell-BP National Rally Championship, and third place overall was sufficient to secure the drivers' title for BMW-mounted Arnie Poole, the third driver to take the championship during the seven years of its existence. The battle in the navigators section was between five hopefuls, and four of these are still in with a chance of going into the final round.

The 52-strong entry was headed by three times winner Billy Coleman, having his first outing in the ex-Sclater Escort, purchased shortly before the event. This dispelled the strong Carrera rumours which had been in circulation during the previous few weeks. Coleman was accompanied by Frank O'Donoghue, who was one of five navigators still in with a chance of taking the championship. Dessie McCartney/Drexel Gillespie had their Carrera at 3, this being the car which they took to second place on the Manx, while another Cork crew were behind them Crag O'Gorman/Lao Whyte (Escort TC). The newly built Escort RS of Pat McCourt/Derek Smyth followed, ahead of the similar car of Demmy Fitzgerald/Sean Hanley, with the cheeky Imp entered by Chrysler Dealer Team Ulster for Robin Eyre-Maunsell and Peter Scott at 6. John Keating/Nicky Condon had their Escort RS at 7, followed by the highest BMC product, the lightweight Cooper S of Ron and Irene Neely, another Escort driven by Mick Dolan/Jimmy Stewart (forsaking their Chevron B8), and the Carrera of Garry Forde/Joe Reynolds, another maiden outing. British interests were well represented, with no less than 16 entries from across the water, headed by the Crystals of Hull Escort RS2000 for Harold Morley/Peter Bryant, who had been left out of the original seeded list, and were given No. 23 when Rory Mulcahy non-started. Malcolm Harvey-Ross and Neil Inigo-Jones were Porsche 911S mounted at 18, while Victor Carlsle and Richard Smith had their Alpina BMW 2002.

The format of the route had 11 forestry stages on Saturday afternoon and evening, with the remaining 12 on closed tarmac roads on Sunday. This proved especially popular with service crews, who were thus spared the chore of changing back and forth from racers to rough tyres several times. The start was scheduled for 1430 on Saturday, and thanks largely to the connection between Fit Tyre Services and Goodyear, no less a person than Ronnie Peterson acted as starter, as well as doing some of the route in a course car. After some panics in the afternoon Cork traffic, the field found its way to the first stage at Watergrasshill, a 4-miler, which was both fast and smooth. Here the day's first retirement was posted when Crag O'Gorman slid off on a long, tightening left hander, getting the car wedged on top of a tree stump. Best time went to Fitzgerald, 1 s ahead of Keating and Gerry Buckley/John Caplice, in

Coleman's old Escort. SS2, Glendine Bridge, was another fast one, but was shortened to 2 miles. Here Coleman showed that he meant business, but Buckley kept him close company. The same pattern emerged on the third forest, but Coleman had all of 11 s to spare this time. This pair then proceeded to dominate the next few stages, with Pat McCourt getting an occasional look in, as did the left hand drive Schnitzer BMW 2002 of Arnie Poole. Kenny Johnstone, who were deeply



Ronnie Peterson flags away Crag O'Gorman.

involved in the National Championship struggle, and Dessie McCartney. However, as daylight changed to dusk and then darkness, a blanket of fog descended, making things very trying, and affecting some drivers more than others. McCartney, obviously conscious of the value of his car, eased right back, as did Gerry Forde, while Robin Eyre-Maunsell's press-on style was well suited to the conditions. John Tansey/Rea Inglis (Alpina BMW 2002) had an off on the sixth stage, costing all of 20 minutes, while road penalties began to play a part in the results as crews arrived at the second service area and petrol stop, at Killavullen. Gareth Jones and Barry Llewellyn, over from Glamorgan in the Rally Sport Escort RS1700, had to have their exhaust welded, but apart from this were going well.

The final four stages of the first day included two in Ballyhoora, the first of which was taken by Coleman, while the husband and wife team of Mick and Anne O'Connell were fastest on the second by a bare second from Harold Morley's Escort RS2000, which was putting up a consistent series of good times, without being spectacular. For the last two stages, the fog was, if anything, getting worse, and again, Coleman and O'Connell were the men to beat. Sean Campbell/Brendan McConville (Escort RS) were another pair to motor along nicely, appearing in third place on a couple of stages, while some of the faster men had their ups and downs. Overnight placings were: Coleman 951 s; Morley 1017 s; Campbell 1028 s; Buckley 1067 s; Eyre-Maunsell 1092 s; and Noel Smith/Paul Phelan (Escort RS) 1108 s. The latter pairing was quite a last minute arrangement, when Ricky Foott very sportingly stood down in order to give Phelan a drive, in a bid to retain his navigator's title.

One of the more surprising aspects of the first day's run was the low retirement rate among the early numbers, with O'Gorman being the only one gone from the first 15 starters. For the Sunday run, most people changed to racing tyres, although some were to regret this later, as despite the stages being nominally all tarmac, many of them were spread with liberal coatings of mud and beet, which proved to have all the adhesive qualities of sheet ice in spots! Rain, which varied from light drizzle to heavy showers, did

nothing to help the situation, and the number of retirements was much higher as a result. First to go was Demmy Fitzgerald, who burst an oil pipe on the day's first stage, while Noel Smith put the Escort on its side on stage two at Ballinashlin, doing the handling a power of no good, although actual body damage was amazingly light. The rain of the previous day had caused some minor flooding as well as all the mud, and it was a combination of these two which put the Coleman Escort off the road on stage 3, tearing out a front strut and forcing retirement. Harold Morley put the Crystals Escort off on the same stage, damaging both front corners and losing almost 20 minutes. He later changed back from his Kiebert racers to rough tyres, and was much happier after this. Just to complete the changes on the leader board, Sean Campbell chalked up another in his long list of retirements this year, with yet more gearbox problems, this time bent selector forks. The outcome of all this was that the lead went to Gerry Buckley, whose closest challenge now seemed to come from John Keating. Robin Eyre-Maunsell was finding a persistent misfire in the Imp, which was dropping him gradually back down the field. Crag O'Gorman, out for the special award for the Sunday stages, was going like a rocket, but naturally was not officially still competing.

Stage 4, at Ballyhillogue, was shortened from 11 to 9 miles, but most of the early numbers were cleaning the amended bogey time. The following stage was also shortened, but this didn't help John Bridges/Brandan Doyle in the ex-Sparrow Clubman, as they ran out of petrol and were unable to find any within their maximum lateness. The day's first service area followed, and saw feverish activity as service crews tried to repair some of the depredation which had occurred to date. SS6, French's Road, accounted for Mick Dolan's Escort with clutch thrust bearing failure, while James Doherty put his quick 1300 Escort pushrod off at "Mick Barry's corner" of a couple of years ago, although some spectators were able to lift him out. Arnie Poole was motoring along nicely in the BMW, picking up places during the day, and was making his presence felt on the leader board. Noel Smith decided to call it a day after SS7, Nad, as the car just could not be made to handle despite trying various tyre combinations, and the battery had broken in the earlier incident. Next to go was Pat McCourt, who had a repetition of Bridges' complaint when he ran out of petrol on SS9, Musher. The final three stages were comparatively free from retirements, but those who had survived were scrapping away among themselves, with Poole now into third place and Dessie McCartney shaping up to overtake Mick O'Connell and Gareth Jones, who had to have his Escort's exhaust welded again. McCartney had a bit of drama on the final stage, Killinardish, when he met a car coming against him up the stage, but there was a narrow avoidance, and no harm was done. Despite this, he had a comfortable fastest time, with the long straights suiting the Carrera admirably.

With just 40 of the 73 starters arriving back to Cork for the finish, it proved to be a tough Cork 20, especially as many of the finishers looked somewhat secondhand. Driving very sensibly once Coleman had retired, yet still quickly enough to take many stage fastest times, Gerry Buckley scored his first major win, a clear 2½ m ahead of fellow Kanturk driver John Keating, while Arnie Poole was doubly pleased to take third place and clinch the drivers section of the National Rally Championship. Ulstermen Eyre-Maunsell and McCartney were fourth and fifth, the latter losing too much time in the fog of Saturday evening to pose a serious threat for the lead, while best of the visitors who survived was Gareth Jones.

Results overall placings: 1 G. Buckley/J. Caplice (1800 Ex. RS 2044 s); 2 J. Keating/N. Condon (1800 Ex. RS 19 s); 3 A. Poole/R. Johnstone (1790 BMW 2002 23 s); 4 R. Eyre-Maunsell/P. Scott (1998 Chrysler Imp 2381 s); 5 D. M. McCartney/D. Gillespie (12687 Porsche Carrera 2476 s); 6 M. O'Connell/M. A. O'Connell (1800 Ex. RS 2569 s); 7 G. Jones/B. Llewellyn (1740 Ex. RS 2635 s); 8 G. Forde/J. Reynolds (12687 Porsche Carrera); 9 R. Neely/M. Neely (13395 BMC Cooper S); 10 M. Jabbarow/K. Hagan (1253 BMC Cooper S); 11 M. Jabbarow/K. Hagan (1253 BMC Cooper S); 12 M. Jabbarow/K. Hagan (1253 BMC Cooper S); 13 M. Jabbarow/K. Hagan (1253 BMC Cooper S); 14 M. Jabbarow/K. Hagan (1253 BMC Cooper S); 15 M. Jabbarow/K. Hagan (1253 BMC Cooper S); 16 M. Jabbarow/K. Hagan (1253 BMC Cooper S); 17 M. Jabbarow/K. Hagan (1253 BMC Cooper S); 18 M. Jabbarow/K. Hagan (1253 BMC Cooper S); 19 M. Jabbarow/K. Hagan (1253 BMC Cooper S); 20 M. Jabbarow/K. Hagan (1253 BMC Cooper S); 21 M. Jabbarow/K. 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Formula One's frontage in Ganton Street off Carnaby Street. Right, Chris Steyne talks to Noel Edmunds (left) at one of the DJ days.



## Formula One comes out tops in Dupont tests

Fire is, and has been for some time, the major racing danger that drivers fear more than any other. There's a constant battle to combat it to make racing safer, and to protect the driver. Racing overalls have also been developed along the same lines, and while there's obviously a limit to the protection any material can withstand, it's perhaps significant that the highest protective index figure so far recorded by Dupont, the company who manufacture Nomex, is 98 per cent, giving a time of 55 s. Such a statement admittedly needs to be qualified, but let me say now that this figure was on a combination of three layers of Nomex which has been developed by our near neighbours.

### Formula One of Carnaby Street

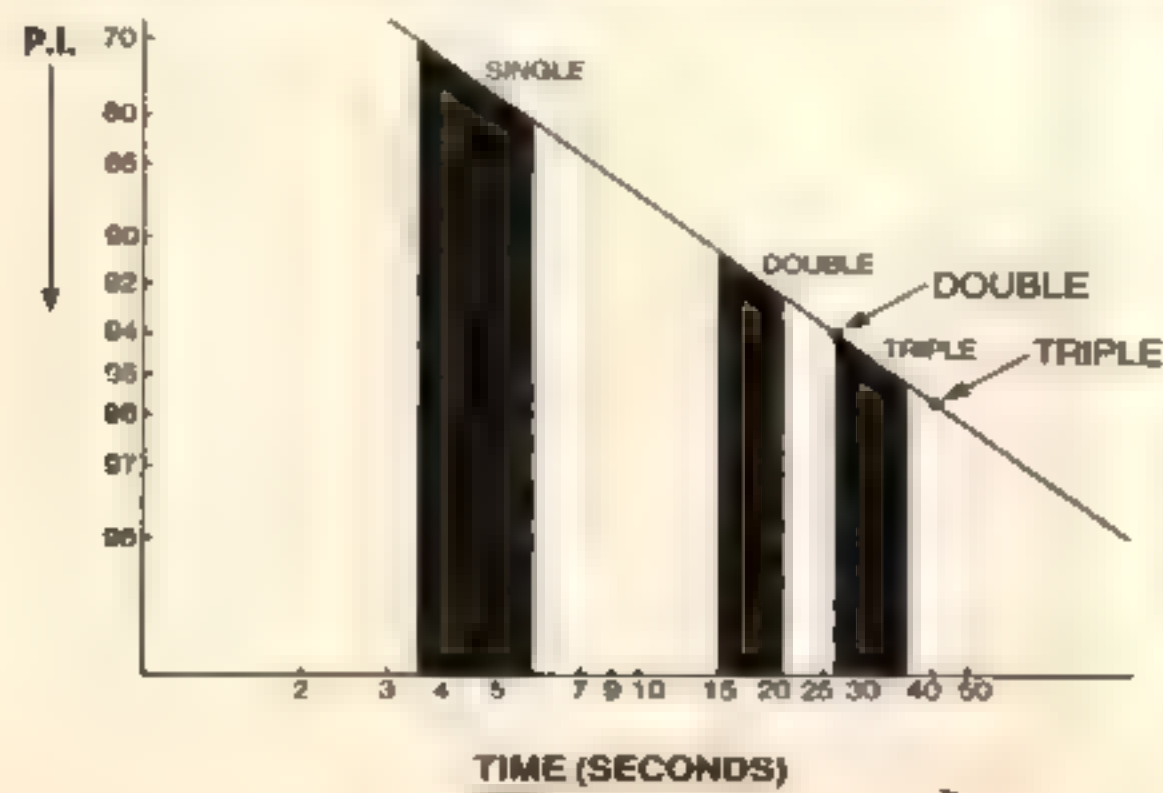
The actual construction of Nomex needs also to be examined because, like me, you are possibly confused by all the materials that go into the manufacture of racing overalls. Formula One whose admitted aim is to sell the best and safest overall that money can buy, have tried many of the overalls and indeed have sold many different types until each one has slowly been superseded in safety.

Strangely perhaps, Formula One, despite the name, weren't originally cut out to be selling equipment to the racing fraternity. The Carnaby Street premises were opened three and a half years ago as an intended

extension of owner Peter Atkin's Watford Accessory group selling motoring goodies to motorists parading the fashion street of London. However, as the goody market slowly petered out, and tourists were looking for clothes in the area and thought that Formula One were selling motoring clothes and after a year Chris Steyne, who had a small tailoring business in the area, joined up and suggested extending the clothing business. That was in April 1971 and Formula One have come a long way since then. In December of last year, during the off season, Chris had the opportunity to develop by trial and error, a safer suit to the one they had been marketing.

An explanation of the development and trials wouldn't be right without an explanation of why and how Formula One can develop a safer suit than anyone else, without everyone finding out the secret and doing the same thing. Nomex is a nylon fibre whose molecular structure may be altered to render it more fire resistant. Other materials are sometimes treated to make them more fire proof so that is one of the first differences. It comes to this country from Dupont in Switzerland in thread form and is then woven

Left, the graph produced by Dupont, showing single, double and triple layer figures tested by themselves. Formula One's triple layer Nomex attained a PI of 98, and over 55 s. Right, DJs congregate in Formula One's special suits before their racing earlier on this year. Left is Steve Jones and centre, Noel Edmunds





or knitted into material by around ten different mills in this country. The idea of Nomex is that the air in the weaves is actually the insulator from fire, and while knitted Nomex is actually better than woven as an insulator, it doesn't wear as well so the best idea is a combination of the two. And so to development.

The trial and error factor seems a strange way to go about things, but then it's the only way. There's no problem about using a number of layers in the suits, but too many would obviously take their toll in heating the drivers. English drivers in long-distance sports car races around the world, would be unlikely to be able to stand up to the heat trapped inside a five-layer Nomex suit, and so it's not surprising that the number of layers has to be limited. In their development of their triple layer Nomex suit, Formula One burnt around 90 samples of material in varied combinations, and believe they have now come up with the ultimate in suits with the materials currently available. However, the loyalty is with the driver and not necessarily with the manufacturer, so that if anything else should come up that Formula One feel to be better, then you can be sure that Formula One will have it.

Once having come up with what they considered to be the ideal combination affording the maximum possible protection without undue discomfort to the driver, Formula One then sent off their combination to Dupont, the Nomex manufacturers to have them confirm the belief that it was as safe as was possible. Dupont have naturally tested their products against others, and while not wishing to name their competitors, their combination of tests proved that Formula One's Nomex combination gave a higher protective index figure than previously recorded.

Dupont have established, with help from volunteers in the US Navy, exactly what heat can be borne before the pain is excruciating and the skin starts to blister. Consequently, with the aid of a heat sensor and burning propane gas, they can establish how much heat a fabric is shielding from the skin. In this case though, the heat sensor. When the three layer suit was tested, while the top layer charred, Dupont have established that this in fact forms a great protective layer, and blocked out 98 per cent of the heat, thus giving a reading of 98 protective index, taken as an average over two tests, although the reading was in fact 98 both times. While Dupont's normal three layer reading is in the 40 x time mark at around 95 PI, Formula One combination in fact went fifteen seconds more on Dupont's normal scale on the logarithm set up. As can be seen from the graph, when figures get over 90,

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same factory & Co.  
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Formula One is just a multi-lingual model (underlined) shows off some of Formula One's ideas.

improvement becomes harder and harder to attain so Formula One's achievements are all the more praiseworthy.

As well as doing the £48 triple layer suit Formula One have also done tests to see which double and single layer suits are the most successful, and improvements in their suits are some of the innovations that have been worked into the suits on the tailoring side. Chris Steyne, when allowing for the modern driving style, has allowed more give than he finds available in other suits where it's needed, hence the pleated back and the underarm stretch panel.

One could be forgiven for wondering how a shop such as Formula One can survive in

an area of London where the rents are so high, and while the premises are never packed, their overseas trade is considerable. Peter Atkin recalls a Brazilian who walked into the shop, ordered two of underwear, socks, balaclava, suit etc, and then ordered two more for his brother in Portugal. Strangely, this single purchase was of immense help, and on the day of our visit, a South American had visited and not only bought two of everything for himself, but a further ten for his mates back home. Formula One in fact recently had an 81 per cent coverage on an International grid, and their coverage in Japan has also been sufficient for a journalist from the Japanese equivalent of Men Only to come over and do an article on the shop. On the home market, both Chris and Peter Atkin talk, with immense respect, of the help they received from Roger Williamson in doing some of the initial wear tests. Furthermore, he became, to some extent, a figurehead for both his own Formula One and lesser ones, with other drivers following his example in wearing safe overalls. On the export side, the shop would like agents in South Africa, Australia, and the United States, although at present, they seem to have quite sufficient coverage with drivers coming to the premises.

Another Formula One "first" is the Bob Evans safety visor, a version of the Bell one but made of a softer plastic to absorb the impact of any stone etc. The more brittle Bell visors are apt to crack on impact. Formula One are the sole suppliers, although Evans himself naturally sells them when they are required. Other Formula One ideas were the long sock and glove, both of which have since been copied by others in the same line of business.

Formula One have two well-known slogans, first "the most expensive underwear in Carnaby Street," and secondly "Formula One is fun," because they believe that motor racing should be fun. To this end, Chris Steyne suggested, early in the season, that Rad 1 DJs should challenge a team of Radio Luxembourg DJs in the ShellSport Mexico, and while this never actually came off, the result was the two DJs gave at Brands Hatch this year, for which of course, Formula One made up some special overalls. Apart from DJs' overalls, incidentally, Formula One have supplied them to Rock groups for their stage shows, balloonists, sky divers and pilots, of course.

With the Formula One ideas of safety at all cost, but fun at the same time, it isn't surprising to find many drivers visiting them throughout the days of the year, and if something should come up in the safety angle, you can be sure that Formula One will be the first to put it on the market.

## Gilbern continue under new owners

The assets of the company producing Gilbern Cars have been acquired by Anthony M. Peters, a Midlands based financier, and production of an upgraded Mark III Invader will commence immediately under the new company name of Gemketh Ltd, trading as Gilbern Cars (GB).

Complete internal reorganisation of the company making Wales' only car is being undertaken, with special emphasis on systems, safety, quality control and spare parts availability.

Dealer response during the recent difficulties has been extremely encouraging, and this support will enable the company to improve the supply of both cars and spare parts and servicing facilities in the future. In the export field, negotiations are in hand to expand the dealer network in Europe.

In addition to following a policy of continual product development and improvement, the new company plans to diversify into a wide range of glass fibre and engineering products.

## New mirrors from Britax

Britax (London) Ltd, manufacturers of automotive safety products, introduced a completely new range of Wingard car exterior rear view mirrors at the Motor Show. All the mirrors in the range conform to the new European Safety Regulations.

For the first time a twin lens mirror, which is a feature on many heavy commercial vehicles, is available for private cars. This is a combination of two convex lenses set in a single mirror head providing normal rear view vision as well as an alternate view in the smaller lens allowing the motorist to see vehicles approaching in the "blind spot" area. The twin lens mirror will be available complete with stem or as a head only. A tinted lens version to eliminate headlamp and sun glare will also be available. Delivery date is expected to be early January.

The second new mirror in the range is a continental-styled door or wing fixing mirror with flat or convex glass that can be fitted to any car by the simple means of self tapping screws—no large holes need to be drilled.

This mirror is fully retractable and the glass, if damaged, is replaceable.

The third mirror is a wing fixing type which incorporates a knock back base. Replacement glasses will be available.

Also brand new is a screen bonded anti-dazzle interior mirror which comes in two lengths—8 in and 10 in. The mirror is fixed by an adhesive pad to the windshield and can be dipped against headlight glare by a trigger mechanism. Prismatic glass has been used which completely eliminates distracting headlight glare from following cars.

● New to the range of lighting accessories and replacements from SEV Marchal are the Rearguard fog warning lamp and matching reversing lamp. Made of tough ABS, but with a separate polished-metal reflector for maximum performance, the 24-watt lamps cost £4.75 plus VAT in grey finish or £6 in chrome.



## Mirage remarks inaccurate

May I be permitted to correct certain matters of fact in your otherwise interesting Seasonal Survey of Group 5 (November 1)

First, you refer to John Horsman as having been the "back-up" man to David Yorke. During the whole of the successful Gulf-JW Automotive Engineering programme John Horsman was the director with responsibility for engineering, as well as being my deputy, while David Yorke was in charge of operations, both reporting to me as Chief Executive. It would be as accurate, or inaccurate, to say that Uhlenhaut was "back-up man" to Neubauer or more recently, that Ferdinand Piech was "back-up man" to Rico Stainemann.

Your correspondent then says that "it was not until the end of the season that they discovered that the cars were something like 200 lb overweight all season." In fact, they were not, and it was no sudden discovery. The original car was approximately 50 kg (110 lb) above the minimum weight limit. Throughout 1972 and most of 1973 we were chasing reliability and inevitably, components became heavier because it was the simplest and quickest way of increasing strength. We knew the weight was increasing and we knew by how much but it was not economic to use expensive materials such as titanium and more advanced fibre glass techniques until we were satisfied with design.

Finally, your remarks about Vern Schuppan verge on the malicious. Schuppan, for whom we share your respect, joined the team at stand-in for John Watson after his crash at Brands Hatch. By the time of Le Mans, Watson was driving again and Schuppan came to Le Mans as reserve. He was put into the car during the race because Watson's leg was still troubling him and this is what he was there for. If it was a tactical mistake, Schuppan himself certainly did not think so. The sole reason why Schuppan did not drive in the remaining races was because Watson was back in action but we would certainly use Schuppan again if the need arose. If we discarded every driver who ever had a crash we would soon have no drivers.

Gulf Research Racing have certainly had a disappointing season and criticism is both inevitable and justifiable. It is, however, important that it should be accurate. Perhaps I may conclude by quoting the Duke of Wellington: "As soon as an accident happens, every man who can write, and has a friend who can read, sits down to write his account of what he does not know and his comments on what he does not understand."

JOHN WYKE

(Director, Gulf Research Racing Co)  
SLOUGH, BUCKS

## RAC explanation

The RAC sympathises as much as does the writer of your editorial in the issue of November 1st with potential entrants in next year's Castrol Anniversary Touring Car Championship.

But, do please spare a thought for the problems of the RAC which, on the advice of its Competitions Committee, must make a final decision. If that decision is too arbitrary we are accused of being out of touch autocrats, but when we do our best to give everyone a hearing we inevitably are involved in the delays of democracy. I have lost count of the number of meetings and discussions at all levels which have taken place on this subject during the past six months.

The wishes of the Competitions Committee are quite clear—plain Group 1—and the objectors will this week have a final chance

to have their say to enable us to beat the end of November deadline.

D H DELAMONT

(Director, RAC Motor Sport Division)  
LONDON, SW1X 8QH

## Use yellow lines

Having had many years' association with motor racing I would like to make a suggestion with regard to the time factor for the speed in which the ambulance, doctor and the breakdown vehicles being given highest priority to reach the accident spot when the yellow flags are waved by the marshals under the direction of the observers.

It has been my unfortunate task as a Chief Scrutineer to attend many inquiries when drivers have been killed. The Armco barriers in some circumstances have been able to prevent cars out of control from reaching the public but have caused considerable destruction to the car, together with abnormal injuries to the driver.

This year has been a disastrous time, especially abroad when rescue parties have lost minutes arriving on the scene with fire extinguishers, grappling irons, etc, coupled with insufficient staff to cope with an emergency. The suggestion that a voluntary marshal, however strong he may be, to carry a full extinguisher on his back all day, and be prepared to run with the equipment is ludicrous, and should not be allowed.

My suggestion is, that a yellow line be painted on both sides of the circuit approximately 10 ft from the edge of the tarmac (the system used by the police on motorways) for only emergency use, this reserved passage to be free to use during the race, until the warning flags are displayed. Any driver ignoring this ruling by crossing the line should be disqualified from the meeting, as it would impede the rescue service from doing their life-saving job, and removing debris scattered around.

The cost of paint and labour involved should not cause much embarrassment to the circuit owners, and would be appreciated by all concerned.

BALHAM, LONDON, SW12. P C MATTHEWS

## Progressive barrier

I have been interested to read the recent articles, not only in Autosport but other publications, to do with the Armco barrier which has caused a lot of controversy. I see that there is now a call for lining the Armco Barrier with some form of protective material. It so happens that some three or four years ago I designed and perfected a lining for the Armco barrier which would progressively slow down a vehicle on impact. Most accidents are made more severe by high shock loadings on impact. It is obvious, therefore, that a progressive deceleration of a vehicle on a non-repeating frequency would considerably save damage to vehicles and passengers and probably save a considerable number of lives.

not only on the motorways but also in motor racing.

I wrote to the Ministry of Transport to this effect and was shattered to receive a reply which was firm in its meaning of "don't meddle and mind your own business as their research laboratories were quite capable of solving all problems." I feel that their attitude was not only naive but short-sighted as any small contribution that will save human life should be grasped with both hands.

H PARKIN

(Managing Director, Parkin Engineering)  
WHITTON, ROTHERHAM

## Hills too steep for trialling

I would like to draw the attention of the BRDA to the fact that two cars overturned at the Kentish Border Sporting trial on Sunday, October 14.

The cars were driven by experienced drivers Mike Cannon being one, and at a trial earlier this year John Benson overturned at the same place.

We were forced to change our tyres in the interest of safety, from "Mud & Snow" to road radials. Nothing has changed since this regulation was introduced, people are still expected to drive up the same hills and these hills are too steep for safety.

Please let us have less steep and dangerous climbs which are a test of ability and not nerve. We have been over a couple of times, and we are nowhere near the 'expert' class, which is probably why we went over!

A J BRUNNING and

J H PRODDOCK

SOUTH CROYDON, SURREY

## Friendly spirit at European rallycross

Standing in the paddock at Lydden last Saturday during the Grand Final of the European Rallycross Championship, I was very impressed with the spirit of the European victors—what a grand crowd they were. There was no generation gap, no national barriers. There were supporters in hundreds having come by coach and plane. I have never experienced such an atmosphere before.

We have read that television rallycross on the Continent attracts ratings only surpassed by European football and Payton Place. I do not think we could ever equal these ratings in Britain, but I am certain with a change in approach, TV and radio following could be considerably improved. Don't blame the TV people. Get some professionalism into the presentation, and stop running motor sport like a church fete.

REG G. SMITH

CHELMSFORD, ESSEX

## COLOUR CENTRE SPREAD

The double championship winning Formula Three Kent Messenger March-Holbay 733 is the subject of this week's AUTOSPORT colour centre spread. The car has been driven throughout the season by one of Britain's most promising drivers, 21-year-old Tony Brise. The Kent Messenger is his local newspaper and they have supported him throughout 1973, his most successful season to date. The Holbay powered car took Brise to wins in the John Player and Lombard North Central championships. During the season the yellow and black car has scored eight outright wins, two more than any other F3 competitor has managed.

Kent Messenger is not a new name in motor racing sponsorship; during the past few years they have encouraged Kentish drivers in F5000 and saloon racing while they have also sponsored a saloon championship at Brands Hatch.

Photo: Peter Burn.



# The most perfect lubricant money can buy.



Mobil announces a great turning point in the history of lubrication technology—Mobil SHC lubricant. A synthesised hydrocarbon base product so outstandingly better for cars that it sets completely new standards of performance. Standards vastly superior even to those of today's best motor oils.

## How SHC was created

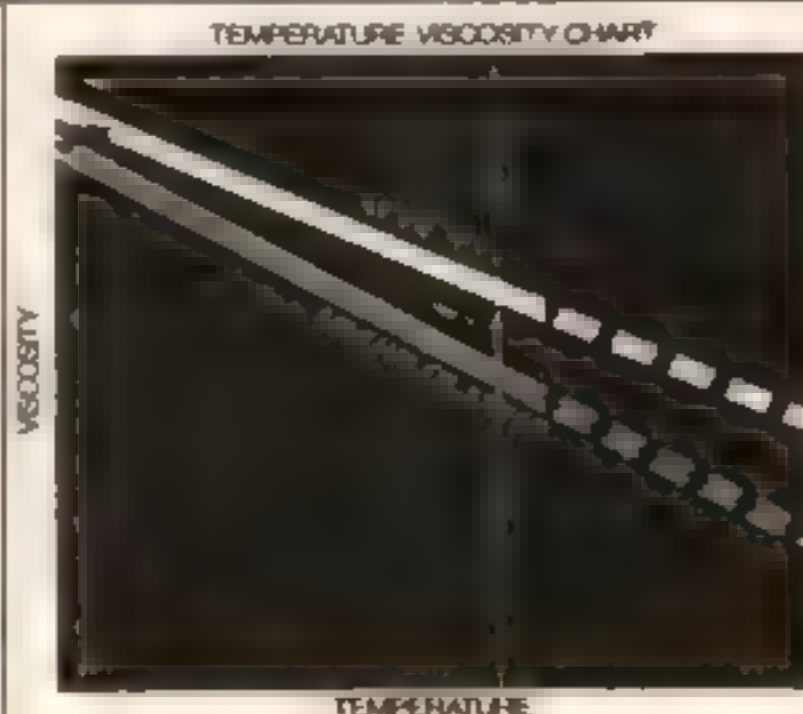
Mineral oils are made up of a wide ranging mixture of molecules. Some are stable, but others are fragile and unstable. Some give the oil just the right viscosity, but others make it too thick and heavy at low temperatures, or too thin and light at high temperatures. The unstable molecules cause deposits in your engine, while those that make the oil too thin and light increase oil consumption, and those which thicken the oil excessively make cold starting harder. Even the best of motor oils, with the best of refining, contain some of these undesirable molecules.

The ideal motor oil would only have the stable molecules, which give just the right thickness. In developing lubricants to meet extreme requirements, such as for Concorde, Mobil scientists found the answer—make synthetically just those molecules that an engine needs. Mobil have now evolved a process for making Synthesised HydroCarbons which contain none of those molecules which might detract from perfection. Mobil SHC introduces a completely new concept in car lubrication—Synthesised HydroCarbon engine lubricant.

## What's in it for your engine?

### Protection at high temperatures

Mobil SHC lubricant has outstanding high temperature viscosity, remaining thicker than



conventional SAE 50 oils even after thousands of miles of punishing motoring.

That means it continuously shields your engine's moving parts with a film of ideal thickness, whatever the temperature, guarding them against wear and tear as no conventional oil

in fact, tests have shown wear rates of up to one tenth of those for conventional motor oil.

### Better cold weather starting

Extremes of temperature that would turn ordinary motor oils totally solid at the cold end and too thin at the hot end, hardly affect Mobil SHC.

This explains why Mobil SHC lubricant, even when tested against an SAE 5W arctic oil, showed significantly better performance.

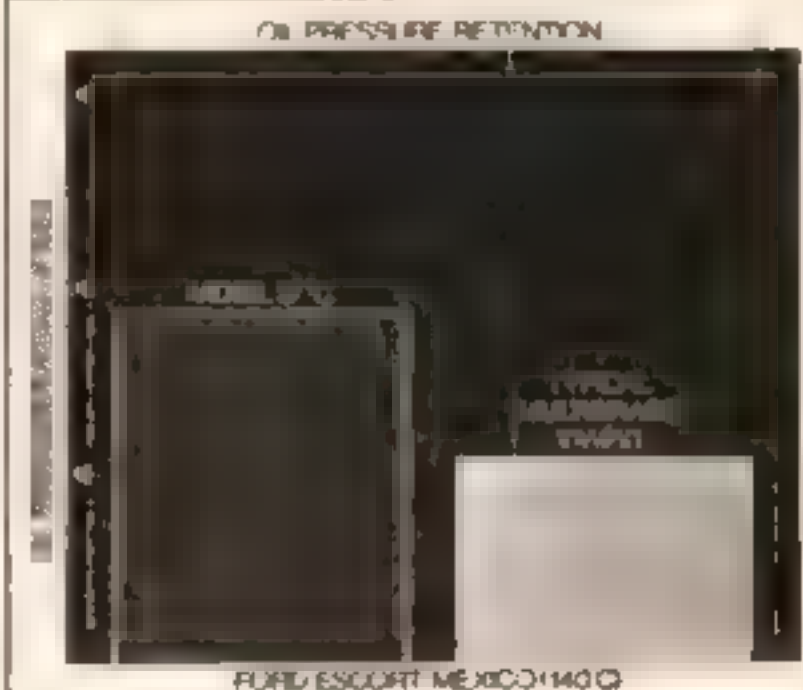
That means better cold starting, less battery wear and tear and quicker oil circulation—to reduce wear on start-up.

### High Oil Pressure

The rise in oil pressure, confirmed by tests of prototype oils in some of the world's most grueling rallies, the Monte Carlo and RAC among them, is around 40% at low engine speeds. More than enough to keep that red light from ever flashing again, when running hot and readily noticeable on oil pressure gauges.

### Lower consumption

With only 'pure' good molecules to choose from, your engine won't waste oil. In comprehensive road and engine tests lubricant consumption was reduced by an average of 40%.



The condition of your engine depends greatly on your lubricant's stability, temperature, level of oxidation, and degree of detergent-dispersancy. The more favourable these elements, the fewer the harmful deposits in your engine. All tests have shown that the cleanliness of SHC goes well beyond even the highest international

### Mixes with oils

Mobil SHC lubricant mixes in any proportion with all conventional oils. Except that mixing SHC with oil means you lose the full extra benefit that the product offers and your car

New Mobil SHC is more than just the nicest present you could give your engine. It's the start of a new era in motoring history. Mobil SHC Synthesised HydroCarbon engine lubricant—the most perfect lubricant money can buy.

## Mobil SHC Synthesised HydroCarbon based engine lubricant





The Passat's body shape is rather sensitive to side winds, which is rare in a front wheel drive car

It is well known that the Volkswagen Passat is closely related to the Audi 80. Indeed, the only important difference is in the body shell, which has a sweeping tail treatment instead of the more usual projecting boot behind the rear window, which characterises the Audi. Having tested an Audi 4-door saloon, I decided that the Passat 2-door coupe would be a suitable car for my trip to the Frankfurt Show.

For a hurried journey across small bits of England and France, the whole of Belgium, and a useful lump of Germany, I needed a vehicle with a fair turn of speed combined with petrol economy. Fuel prices are rising alarmingly on the Continent, especially in Germany, and a big V8 would be unthinkable for such an itinerary. I decided that 1500 cc should be the maximum size and so the timely offer of a Passat LS coupé was accepted with alacrity.

The long, sweeping lines of the Passat make it look a much bigger car than the Audi, but the interior space is very similar. Though there are only two doors, they are wide enough to afford easy entry to the back seats. There is generous space for large suitcases and the seats are comfortable, with quite attractive interior treatment.

The engine is the 1470 cc Audi unit, with a belt-driven overhead camshaft. In the case of the LS, it develops 75 bhp at 5800 rpm; the downdraught Solex carburettor has an automatic choke. The power unit, inclined for reduced height, is ahead of the differential with the gearbox behind it.

Much has been written of the steering geometry of the Audi 80, which the Passat shares. In dire emergencies, such as a partial brake failure or a burst tyre, it is intended to ensure a straight pull-up instead of a spin. This is achieved by setting the tyre contact area of the front tyres outside the theoretical centre-point position. Outboard front disc brakes are used, coupled by two diagonal hydraulic circuits to drum-type rear brakes. MacPherson suspension is employed in front with a trailing dead axle at the rear.

On the road, one expects the Passat to behave like the Audi 80. Both cars have remarkably light steering, especially for front-drive machines, and though there is an unusual feel, this is soon almost forgotten. At

## Passat's torque and handling Suits Britain best

speeds near the maximum, one tends to pay a good deal of attention though there is plenty of self-centring. This effect is more noticeable in the Passat, because the body shape is rather sensitive to side winds, which is rare in front drive cars. The farther I drove the car, the less I noticed the unusual steering, however.

The suspension feels quite firm, yet it gives an outstandingly comfortable ride on bad roads—and there are plenty of those in Belgium. The Passat understeers less than the Audi and the tail may actually hang out a little during really spirited cornering. Normally, the handling is like that of most front drive cars, with a modicum of understeer.

The engine has an astonishing amount of

torque for its size. It is very flexible and accelerates strongly from quite low speeds in top gear. This is a pleasant attribute when one is becoming tired on a long journey. The engine is quiet during such driving but becomes noisy at high revs. The makers say that the maximum speed can be regarded as the cruising speed but I found it much less tiring to keep a few mph in hand. There is a quiet speed where engine noise and body drumming are at a minimum, which occurs in the 80s. I generally drove at 80 to 90 mph, which gave me 27 or 28 mpg. At all speeds, wind noise is almost non-existent.

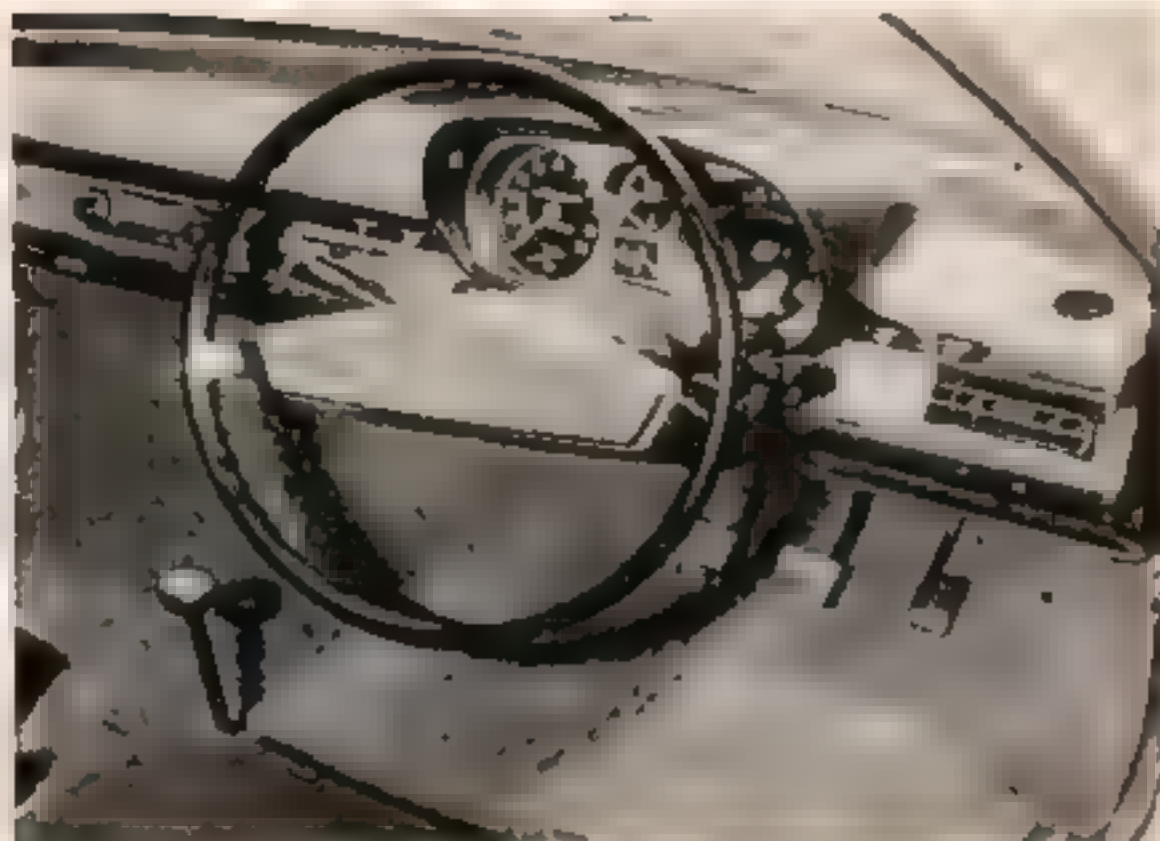
While the claimed maximum of 99 mph is obtainable on occasion, I found that 97 mph, timed both ways, was the honest, everyday

The long sweeping lines of the Passat make it look much bigger than the Audi, but interior space is very similar





## Road test



Left, the Passat understeers less than the Audi and the tail may actually hang out a little during really spirited cornering. Right, the seats are comfortable, with quite attractive interior treatment.

speed of my test car. Third gives a useful 75 mph but, as I have already mentioned, this is a car that does a lot of its work in top gear. The brakes are truly excellent and one can forgive a very rare whistle. I had no occasion to test the safety of the transverse hydraulic circuits, allied with unconventional steering geometry, and I have sufficient faith in VW engineering to regard any sort of failure as a most remote contingency. However, it's there if it's wanted, as the old song said.

I did quite a lot of night driving and found the lights excellent. The large area of glass gives a good view all round, the seats are comfortable for long journeys and the controls well placed. The ventilation is sensibly arranged, though in really hot weather it could pass even more fresh air with advantage. The heater is powerful, which is appreciated when cold nights follow warm days.

Though I tested the Passat in its native land, I think it suits England best of all.

Here, a car with lots of torque and a vivid response to the accelerator is just what is required. It looks rather large and expensive, too, which makes it ideal for parking in front of the house to infuriate the jealous neighbour, a favourite British sport.

Having driven the VW Passat in several countries, I regard it as a very well made car that is likely to stand up to real hard work. Its forward-mounted engine, with the radiator set well out of the way to the left, could scarcely be more accessible. It runs for 10,000 miles between services and it remains economical when cruised for hours at 80 to 90 mph. The Volkswagen reputation rests on the ability to provide dependable transportation with the minimum time wasted in the service station. In the Passat, they have a car which can satisfy those requirements while looking far from plain and utilitarian. Like all German cars, it's a bit pricey at the moment, but an improvement in the foreign exchange rates may be anticipated.

#### SPECIFICATION AND PERFORMANCE DATA

Car listed Volkswagen Passat L5 two door coupe, price  
(174) including car tax and VAT  
Engine four cylinder 263 mm x 80 mm, 1475 cc, com  
pression ratio 9.2 to 1, 1500 rpm; at 3000 rpm  
the driven engine overhauls camshaft, 5000 cc  
8000 cc

Transmission: 1 kg dry-cloth four-spindle  
app. premesh gas box with control remote control  
D 440 1.375, 2.055, and 3.454 to 1 spiral barrel 11 at  
dry rate 11 to 1

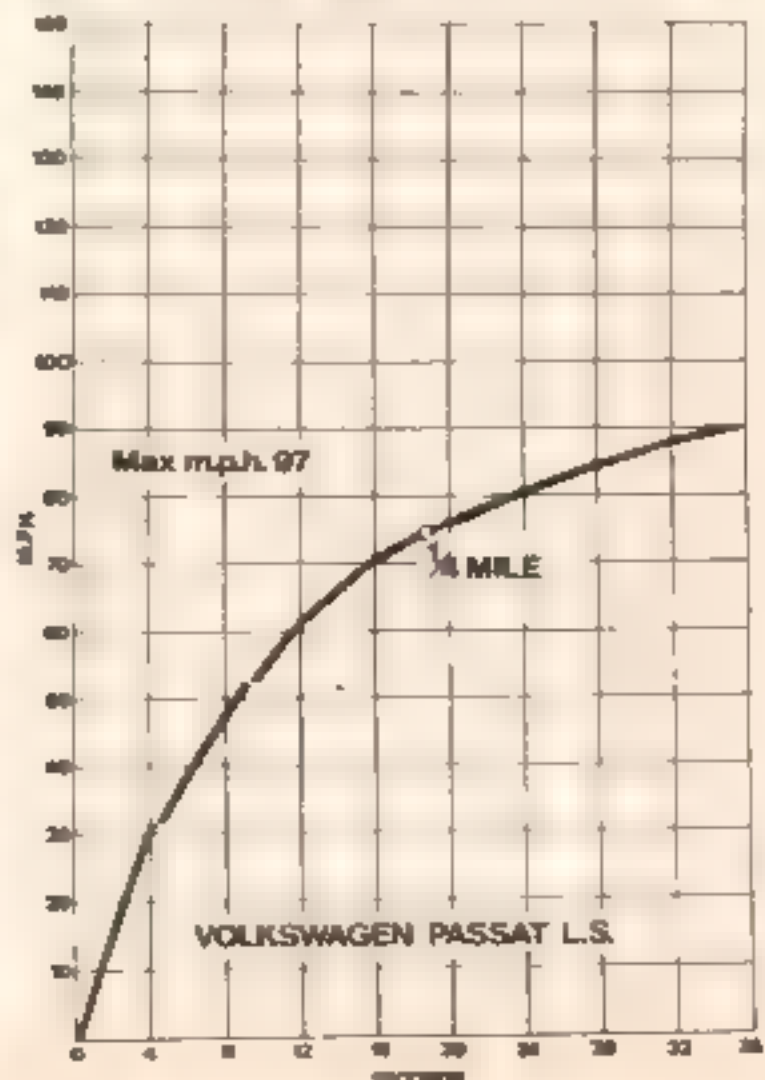
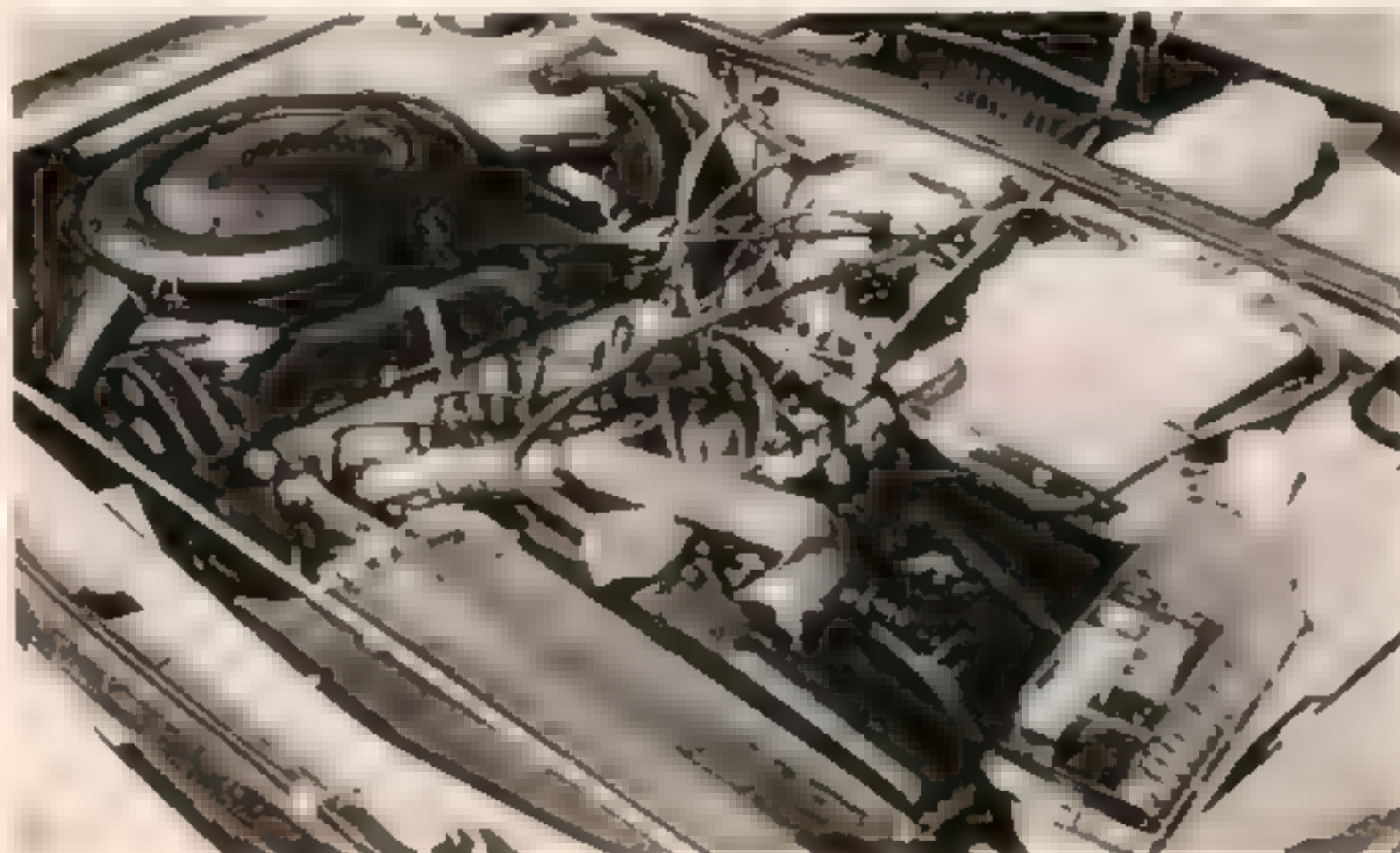
Chassis Combined steel body and chassis independent front suspension by MacPherson struts power windows doors and air full back and p.m. steering rack rear axle on trailing beam arms independent rear wheel push painted roof, 12 speakers and 600 c.c. carburetor. Service brakes disc front and drum rear brakes with 4 wheel x flange. Be on disc wheels 1355W13 37000

১৯৭০-৭১ সালে গুলি মারাত্মকভাবে ক্ষতিগ্রস্ত হলেও দেশটির  
 অর্থনীতি ধীরে ধীরে পুনরুদ্ধারের পথে অগ্রগতি লাভ করেছে।  
 ১৯৭০-৭১ সালে গুলি মারাত্মকভাবে ক্ষতিগ্রস্ত হলেও দেশটির  
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Dimensions Wheelbase 8 ft 2 1/4 in track 4 ft 4 1/2 in  
front 4 ft 4 1/2 in rear overall length 12 ft 5 in  
width 5 ft 4 in weight 1660 lbs

Performance	Max. m.p.h. speed	47 m.p.h.	Speeds in gear—
	in 1st	75 m.p.h.	second
		57 m.p.h.	third
		31 m.p.h.	standing
	quarter mile	18.6 sec.	Acceleration—0-30 m.p.h.
		0-60 m.p.h.	1.4 sec.
		0-80 m.p.h.	2.3 sec.

The engine has an astonishing amount of torque for its size. It is very flexible and accelerates strongly from quite low speeds in top gear.





## Waldegaard to Toyota

It now seems certain that Bjorn Waldegaard will not be renewing his BMW contract for 1974 but will drive in Ove Andersson's Toyota team. Their first event will be the Monte Carlo Rally when they hope to be able to use the two litre Celica for the first time. What has held it up so far is the development of the engine which has a different and less successful cylinder block than the 1600cc engine at present used in the Celica. Toyota have given a couple of engines to Piper Cars for development but they

didn't run for very long when they were tried in Sweden. Waldegaard must be hoping that the Celica will soon be fully competitive for he has spent two years with Citroën, Fiat and BMW without a big win. One rally where he might pull it off is the East African Safari where he hopes to drive a works Porsche Carrera again. Toyota will probably do rallies like the Swedish, the TAP and the Acropolis but they are quite open in admitting that they do not expect to win just yet.

Bjorn Waldegaard testing a Toyota Corolla at Bagshot recently



## Circuit—richest of all

The first Press release from the Benson and Hedges Circuit of Ireland announces the richest prize fund ever in the British Isles. The awards list for this European Drivers' Championship event totals over £6000 and the first prize is a Vauxhall Magnum saloon valued at almost £1400. The formula for this fabulous Easter weekend hasn't changed very much and features two days of rallying separated by two nights in Killybegs and the Sunday run. The awards for the Sunday run will be presented on the Monday morning and the rally will re-start that afternoon to finish in Co Down on the Tuesday morning. The start will be from Portrush, Co Antrim, at noon

on the Friday and the prizegiving and party will be on the Tuesday night.

There will be more loose surfaced stages and Malcolm Neill, clerk of the course, reckons that more than half the stages used this year will be new to competitors. In any case, pace notes are again being forbidden while Group 3 cars have been dropped and only cars of Group 1 to 4 will be admitted. The regulations are now available and if you don't find them during the RAC Rally, then write to the Ulster Automobile Club Ltd, 3 Botanic Avenue, Belfast, BT7 1JG.

## Tour de Corse — unaffected

The news from France is that the Tour de Corse will be held despite the fuel crisis. This is the last round of the World Rally Championship for Makes but is unlikely to make any difference to the positions. Renault Alpine must now have definitely clinched the title whatever happens about the Austrian Alpine result since Fiat non-started in America.

## Rallye du Var

Leo Bertorelli, the British ice cream king, with Bob Woods came third G1 car on the Rallye du Var, briefly reported last week, with an Alfetta. They finished behind Jean Ragnotti's Ascona and Davin's Alfa 2000 GTV. The anticipated challenge from Gamet, driving a G1 Mexico, faded early when, it is said, the driver gave up after being disappointed with the low power of the car. Bertorelli finished 13th out of 18 finishers. Fifty-three cars started the event.

## Tour de Belgique cancelled due to severe petrol crisis

The organisers of the Tour de Belgique, the Royal Motor Union of Liège, have reluctantly decided to cancel their rally in the light of the severe petrol crisis now facing Belgium. What with the 1000 Minutes Rally being cancelled just two weeks ago due to organisational problems, this means that the European Rally Championship is virtually assured for Sandro Munari and Mario Manucci who have driven Lancia Stratos and Fulvia throughout the

season. Their closest rival was the Opel driver, Walter Rohrl, who non-started in the Press on Regardless in order to recce more thoroughly for the Tour de Belgique which was the penultimate rally of the championship. Rohrl is already committed to driving in the RAC Rally which clashes with the last event of the European Championship, the Andernach-Nörburgring St Amand les Eaux.

## Brookes v Rockey still undecided

The Mexico Series is by no means decided and with only one event to run (the Virgo Galaxy on November 24/25) Russell Brookes could still take the title. To do this Nigel Rockey, currently leading, would need to fail to score while Brookes would have to finish as best Mexico driver. For Rockey to score he would have to be among the top six Mexico drivers home. His present score is 102 points with four points to drop. Brookes stands at 92 points with none to drop. If it should happen that both drivers finish at 102 points the title would go to the younger driver—Brookes.

## Ziebart for Tordoff

Current runner-up in the RAC Rally Championship, Jack Tordoff will be appearing on the RAC Rally with his well-known Porsche in Rallye Team Ziebart colours. Following a successful season in Mod Sports, sponsoring Tony Williams, Ziebart will now be represented by Tordoff in rallying for the 1974 season. Tordoff will be entering all the RAC Championship events again.

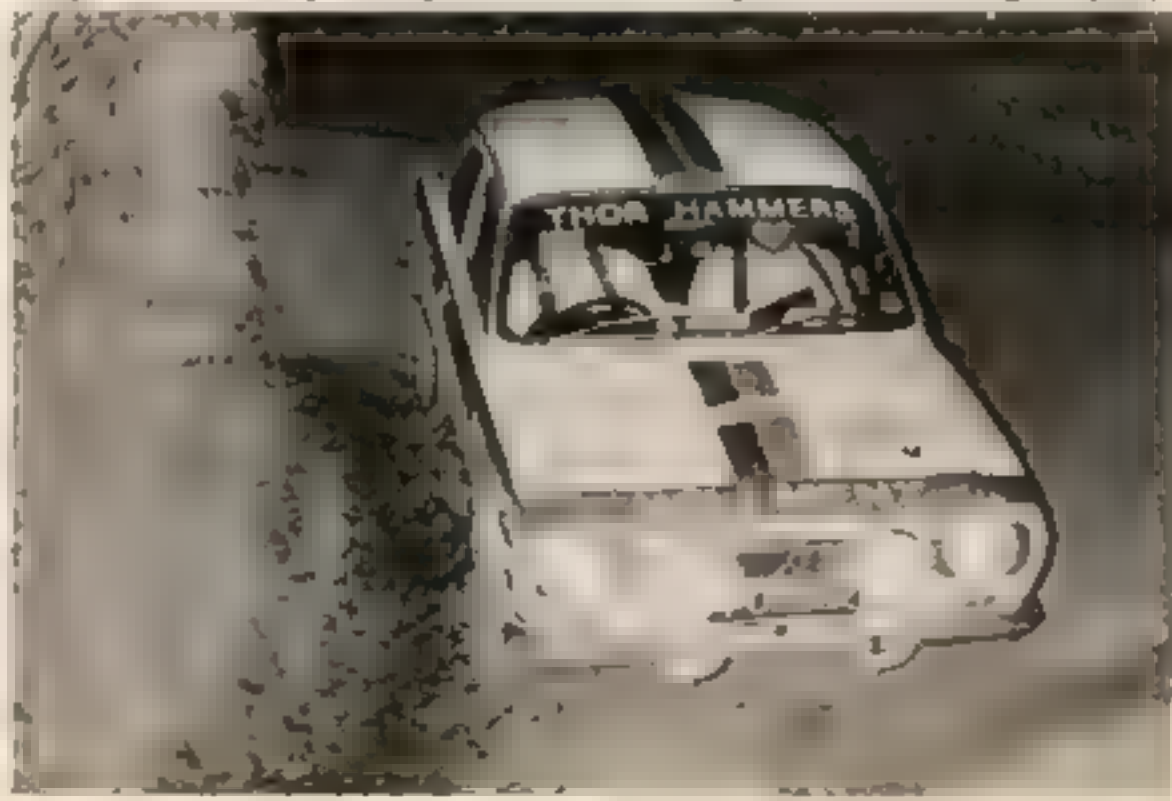
## Canadian Winter Rally

Increased prize money will be a feature of the Canadian Winter Rally next February. The event, organised by the British Empire Motor Club, is expected to attract 100 entries to compete for \$3000 in guaranteed money and up to \$2000 in contingency awards. In another move to increase interest the organisers will be publicising the complete route before the event and will be encouraging spectators.

The Canadian Winter Rally will start from Toronto on February 8 and will use public and private roads to Ottawa and back. Included will be 300 miles of stages over tracks; though not closed, the roads will be supervised by police. On February 10 the rally will end at the Toronto International Auto Show. The event for 1974 is being organised under the co-chairmanship of Bob Lindquist and John Bowles.

On November 30 the North West Centre of the Mini 7 Club are holding their annual Presentation Dinner at the Ashley Hotel, Hale, Cheshire. Guests of Honour this year are Brian Culchoth and Des O'Dell.

Gulf Taunton Rally: Andy Dawson/Peter Bryant near Wellington (6th).





## Special stage

### Petrol companies uncertain about UDT World Cup Rally

The Middle East crisis was bound to hurt the sport once petrol supplies became endangered. However, a long term effect may prove a problem for those works teams wanting to participate in the UDT World Cup Rally 1974. The problem is that most of the major petrol companies do not want to get involved in either Africa or the Middle East and

especially in dumping petrol there. Consequently, one of the major props of the works teams may be removed and thus cause them to think again about competing.

It is hoped to have a meeting between the interested parties in York following the RAC Rally to discuss the problem and ways round it—if there are any.

### Local pair win Spanish Rally

A counter in the European Rally Driver's Championship was the Spanish Rally held on the last weekend of October. There were none of the championship crowd there however and it was won by the Spanish pair of Babler Antonia in a Seat 1430/1800 which one can only assume is an 1800 cc version of the Fiat 124 saloon. It must motor quite well for it beat the Reverter brothers in their Porsche-engined Renault Alpine who came second, and the Swiss driver, Claude Haldi who was third in his Porsche Carrera.

### More stages for TAP Rally

Cesar Torres, the director of the TAP Rally due to be held from March 19 to 24 in 1974 has announced some of the details of his event. It will be held in three sections and generally there will be fewer controls. However, the stage mileage should be greater than before with lots of the old favourites and some new roads though these will generally be smoother than in the past. Pre-regulations should be available shortly.

### Rally insurance scheme launched

Ian Bracey, driver and constructor of IBEC Clubmans racing cars and Lloyd's Insurance Broker, has recently announced a new Lloyd's scheme for the insurance of damage to cars competing in rallies. This follows the successful Racing Car Insurance contract which has operated for more than two years and a pilot scheme for rally cars operated on the Avon Motor Tour of Britain.

Bracey feels that this new scheme will be welcomed by the rally fraternity because of the reluctance of conventional motor insurers to give any more cover than third party only. The accidental damage cover will permit a driver to guarantee a rally programme within cost limits of the

### Ballestrieri champion?

It is now virtually certain that Amikore Ballestrieri is Italian Rally champion of 1973. The situation is that his main rival Maurizio Verini has to win either the RAC Rally or the Tour de Corse outright in order to beat him. Verini was to have gone to the Press on Regardless as a substitute for one of the regular Fiat drivers entered there but Lancia cried "foul" to Fiat director level and got the whole episode scrubbed. Both Ballestrieri and Verini are entered on the RAC Rally but it is unlikely that the results of that rally will affect the Italian championship which Ballestrieri leads at the moment.

### Record Opel entry on RAC

A record number of Opels will be appearing in the RAC this year. A total of 23 cars are comprised 19 Asconas, one Monts and three Commodore GS E models. Their crews will represent nine different countries. By comparison General Motors in the form of Vauxhall are represented by only nine Firenzas.

sponsor's budget and will protect the capital investment of the car.

Cost will vary depending on the status of event. Examples given with the announcement include a closed club rally not exceeding 24 hours duration for two per cent of the insured value and a rally like the RAC International for 6½ per cent of the insured value. The scheme will provide cover for accidental damage, fire and theft and commences at the start of the event. Cover will include all public road sections, special stages, hill climbs and any circuit races. As with the racing car insurance only certain parts of the car need be insured (like bodyshell) and policies will be tailored individually.



### Harry Kallstrom/Claes Billstam sign exclusively for Datsun

Swedish driver Harry Kallstrom and co-driver Claes Billstam have signed an exclusive contract to drive for Datsun next year. Their services are required basically for an eight-event programme including the TAP, Press on Regardless, Total South Africa, Heatway, Southern Cross and RAC. Extra events are likely to include the Swedish and the Safari. The TAP Rally in March will see the first appearance of the Datsun 260Z in international rallying. Kallstrom is pictured above at a recent test session with his car for the RAC Rally.

### More stage miles for Tour of Dean

Regulations are available now for the Howells/Shell Tour of Dean, to be held on January 13. There will be over 70 all forest stage miles incorporated in the 160-mile route, as usual concentrated in the Dean area. Entries will close on December 14. Regs from: Colin North, 19 Welland Circle, Newport, Mon.

● Cheltenham Motor Club are holding a Forum at the Shaftesbury Hall, St Georges Place, Cheltenham, on November 23. The time is eight o'clock and the panel will consist of John Davenport, Colin Malkin, Barrie Williams and Chris Slater. Chairman will be John Foden.

● For the ninth year running Optrex are donating a trophy which will be awarded to the navigator of the winning car in the RAC Rally. Optrex "Clear-view" kits will again be provided before the event.

### TIMETABLE OF EVENTS IN YORK

This includes some things that are by invitation only but they are listed as a reminder to attend and as a quick guide.

#### Thursday, November 15

16.00 Rally Pilots Association meeting, Viking Hotel

Evening 1000 Lakes Rally meeting

#### Friday, November 16

10.30 Scrutineering starts at York racecourse

15.00 Marlboro meeting for the Arctic Rally, White Swan Hotel

18.30 International Rally Drivers Club AGM, Dublin Room, Viking Hotel

#### Saturday, November 17

09.00 Rally starts from York racecourse

19.40 Rally re-starts from Llandrindod Wells

#### Sunday, November 18

09.25 Rally re-starts from Llandrindod Wells

14.00 Scrutineering for Clubman's Trophy at York racecourse

20.55 First car due to arrive at York racecourse at end of first leg

#### Monday, November 19

08.00 Rally re-starts from York racecourse

17.30 Rally re-starts from Carlisle

#### Tuesday, November 20

02.05 Rally arrives at Erskine Bridge and since sections cancelled, will remain there for four and a half hours extra

07.50 Re-start from Erskine

19.47 Rally arrives at end of second leg in York at racecourse

#### Wednesday, November 21

07.00 Rally re-starts from York racecourse. This now includes the Clubman's Trophy competitors

12.39 Rally finishes at York racecourse

20.00 Prizegiving

21.00 Rally ball at the Cat's Whiskers



**Car Described: Saab 99 EA4 saloon**

Eng. no. Four-cyl. inline 87 mm x 78 mm 1854 cc. Chain driven overhead camshaft. Bosch fuel injection. Compression ratio 9 to 1. 1.5 bhp/gross at 5000 rpm.

Transmission Hydraulic torque converter ratio 1 to 1.2 to 1. Primary drive by helical tooth chain ratio 39 to 1. Borg Warner 35 TB three speed manual gearbox ratios 1.45 and 2.39 to 1. Spiral bevel final drive ratio 3.82 to 1.

Chassis Combined steel body and chassis independent front suspension by wishbones. Rear end on torsion bar. Tubular dead rear axle on trailing arms and Panhard rod. Coil spring and electric damper at front. Disc brakes at front and dual wheel brakes at rear. Directionally assisted front drums. 16 in. handbrake. Bolt-on disc wheels. Fitted 55 SR 15 radial ply tyres.

Equipment 12 volt lighting and starting. Speedometer. Fuel and temperature gauges. Central heating and cooling and ventilation system with defusing. Electric side windows and rear window. Flashing door open and alarm with hazard warning. 3 speed wipers. Winders and washers. Headlamp wipers and washers extra. Reversing lights.

Dimensions Wheel base 8 ft 1 1/2 in. Track front 4 ft 6 7/8 in. rear 4 ft 7 in. Overall length 14 ft 4 in. Width 5 ft 6 1/2 in. Weight 2580 lbs.



“The Saab is not a sports car, and its principal virtues lie in the comfort and safety with which it will transport a family from place to place. None of the 99s are slow, and all the two litre cars I drove or drove in would easily top 100 mph, but with the present law in England this is scarcely a reason to buy a car. Primary safety is well cared for as, apart from front wheel drive, the 99 has four disc brakes and an all independent suspension relying on coil springs. The visibility and driving position are excellent and one can adjust the seat for height, depth, angle and rake.

The very construction of the car is designed to protect the occupants to the maximum and includes such items as longitudinal beams inside the doors to give protection in side accidents. The only thing which shows on the outside of the car are the two large rubber covered shock absorbing bumpers which are said to be able to absorb all of an impact up to about 12 miles an hour. The steering column is joined to the steering rack by a telescopic column while the rack itself is mounted quite well back in a protected position, which is possibly why the steering is heavier than it might be if the rack were more vulnerably mounted.

It goes without saying that a Saab should have a good heating and ventilation system, and that of the 99 seems to cover everything including warm air for the rear seat passengers. There is adequate fresh air available from four vents plus the normal windscreen and foot outlets.

One final point that deserves mention is the headlamp washer/wiper which is now available on all Saab models. This I think is a very good idea as it operates in conjunction with the windscreen washers and really does keep your headlights clean. On all the cars I have ever owned, I know that the most frustrating thing is to have to get out on summer nights and remove layers of dead insects from the lights in order to be able to see, or doing the same thing on a drizzly winter night after following a couple of lorries.”

John Davenport, Autosport Rally Editor.

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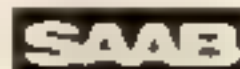
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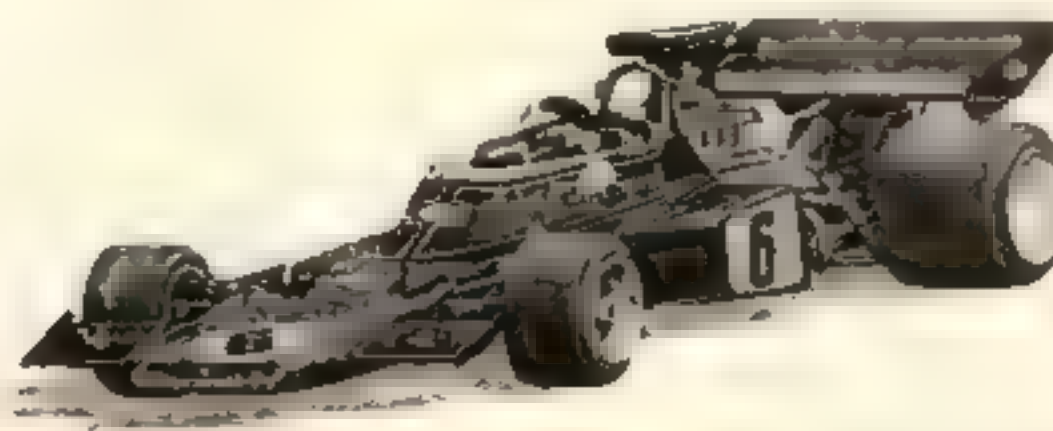
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Albert Charron leads father Bill in 1300 and 5-litre Guyana sprint cars, respectively.

## GUYANA

# Poole best for Britain

Story and pictures by PETER BURN

This year's annual Caribbean Club Championship race meeting was held on November 4 at the Timehri circuit, Guyana and organised as usual by the Guyana MRC. The meeting consisted of races for all competitors on both the 1.8 mile long circuit and the three-quarter mile short circuit. The weather remained dry throughout the seven hour, 18 race (including motorbike) programme with occasional cloudy periods providing relief from the intense heat.

The entry, as in previous years, contained cars from the Caribbean islands of Antigua, Barbados and Trinidad with a home contingent from Guyana, and three cars from Britain. This year's British team was sponsored by, and running under the name of International Caribbean Airways. It consisted of Mike Crabtree with a Willment Escort RS, Alec Poole in a Royale FVC sports car and Gordon Spice with a Ginetta G12 t/c. The British team got off to a bad start with only Poole's car arriving for practice. Spice and Crabtree's cars had been strikebound in Liverpool, and were flown down to Guyana when the boat docked in Barbados, arriving in Guyana the morning before race day.

The West Indian entries comprised many cars that were not present at last year's meeting. From Antigua Mike Tyrrell brought his F3 Ensign that he had been campaigning in Britain and Europe this season, and was minus its restrictor. The Trinidad team had several new cars. Silbourne Clarke had abandoned his Formula Vee and had fitted a 2 litre engine into a VW Beetle. Brian Ibrahim had a full race Blydenstein Firenze with fuel injection, and Tom Miller had abandoned his Mini for the Terrapin that Alan Stanforth raced in Barbados last February. The Barbados team was similar to last year; Bizzy Williams led the team with his 1.3 Lucan Terrapin, ably supported by Ralph Johnson's Texaco sponsored V8 Rover engined Escort, rebuilt after a spectacular series of rolls at a meeting in Barbados earlier this year. Mickey Hutchinson had the engine from the A40 Spice used last year, in the Sprite that Spice used in Barbados and Guyana in '71. Andrew Phillips had forsaken his Ventora, and was in the fast Holden Torana XU1 usually driven by Harry Watkins. Douglas Maloney had the FF Alexis.

The quickest Guyana car potentially was the Terrapin copy, built for Roy Taylor by the Jardim Brothers. U2s were being raced by Bill Blair and Eric Vieira and K4 Nascimento was seen in his familiar 1.3 Sprite. The local entry was boosted by the appearance of four

Guyana Sprint Specials, 1300 cc cars based on American dirt track specials. They were the idea of Bill Charron who was himself competing in a 5-litre Sprint Special running dragster style with a single gear and this was pushed started from the back of the grid.

The 1.3 Mini of Terry Angoy, Ralph Johnson's V8 Escort Bullit and Tom Miller's Terrapin all succumbed to engine problems in practice and with no spare engines these potential class front runners were all out. Mike Tyrrell was troubled by a misfire in his Ensign but was comfortably quickest ahead of Poole and Andrew Cheekes in the ex Schenken Brabham BT 26 TC that he raced last year. Cheekes had Bob Howlings in attendance as chief adviser and mechanic. The day before race day saw the track open for those who wanted to use it. Crabtree and Spice were at the circuit early when their cars had arrived. Spice had a severe overheating problem with the Ginetta G12 t/c which numerous ducts did little to cure. Crabtree had clutch problems with the Escort RS followed by brake trouble, both of which were cured.

Race day was fine weather wise but at this early stage disaster struck the British ICA team for Crabtree's car stopped less than a quarter of the way round the lap when the camshafts seized solid. The Escort was out but Eric Vieira sportingly offered his U2 to Crabtree for the day.

The day's racing started with an event for the sprint cars. Bill Charron's 5-litre car was pushed started from the back of the grid. He soon caught the others and latched on to the tail of his son, Albert, who was leading to stage a nose-to-tail family demonstration. Next out were saloons. Phillips' Holden led from Kelshall (Anglia) and Clarke's VW and Jardim's Viva GT. Andrew Phillips spun the Holden in the Gooseneck and then repassed Jardim and clung to Silbourne Clarke's tail who was bounding Kelshall in a fabulous dice for the lead. Phillips was driving with a deflating rear tyre and spun again on the last lap leaving victory to Simon Kelshall from Clarke. Sports cars were next on the grid, and the Sprites of Nascimento and Hutchinson ran away from the field.

For the fourth car race the action changed to the long circuit. Brian Ibrahim gave the Blydenstein Firenze its first race and proceeded to play with the dicing pair of Clarke and Kelshall; on alternate laps he would let them pass him and then be 100 yds ahead, much to the appreciation of the large

and enthusiastic crowd. Sports cars were next out on the long circuit and Ralph Thom joined in the dice between Nascimento and Hutchinson. Thom pulled out a lead, but then lost the BRM-powered Elan on braking for the Gooseneck making slight contact with the barrier. This left Nascimento to win from Hutchinson as in their previous race.

The next race of the day was for libre and Formula Caribbean, which is for single seaters up to 1,600 cc with two valves per cylinder. All the potentially quickest cars of the day were on the grid, including three British drivers. Tyrrell led on the first lap from Cheekes and Poole. Tyrrell shot off into the distance and set a new lap record of 1 m 10.9 s winning comfortably. Behind him Poole passed Cheekes with the Royale now more suitably geared. Spice drove a steady race as the Ginetta was still overheating and Crabtree drove the U2 into third in class behind Spice and Poole in the Formula libre section. Bizzy Williams was going very quickly when the Terrapin was on song, but had intermittent fuel problems. After the race Spice found an airlock in his cooling system and had hopefully cured his overheating problems.

Two more saloon races followed on the long circuit. Jardim's Viva GT won the first from Clarke's VW and Kelshall's Anglia after Kelshall had spun away an early lead. In the next race Brian Ibrahim had an easy victory in his Firenze. Formulae Libre and Caribbean were next out and after discussions in the paddock, it was anticipated that the crowd would see a close race up front, as indeed



Mike Tyrrell returned home to the Caribbean and took his Ensign to three victories.

they did. Poole and Tyrrell took it in turns to lead into the Gooseneck and on occasions went through side by side much to the crowd's appreciation. Poole even spun and recaptured Tyrrell, but on the last lap it was Tyrrell first past the chequered flag. Cheekes took second in F Caribbean and Bizzy Williams Terrapin won the 1300 class.

The day's racing came to a close with five races on the short circuit. The sprint cars were out first with another Charron family one-two. The two saloon races produced wins for Andrew Phillips and Brian Ibrahim in Holden Torana and Firenze respectively. The sports car race saw another battle between Hutchinson and Nascimento. The two cars touched on the last lap and spun off and although Nascimento took the flag first, Hutchinson's protest was upheld and he was awarded the race.

The day came to a close with the free-for-all on the short circuit. Williams was first into the first corner from Tyrrell with the bunch behind. Tyrrell was ahead after one lap and Bizzy Williams was out of the race after two laps when his brakes failed at Clubhouse bend and he went down the long circuit. Behind Tyrrell, Poole and Cheekes were having a fabulous scrap with Cheekes able to get alongside but not pass the FVC-powered Royale. Spice's Ginetta was going better in the cooler part of the day and he was hanging the tail out farther and farther at Clubhouse bend until he eventually spun harmlessly



LYDDEN

## Daf repeats success



Jan de Rooy took first place with his Daf-BDA at Lydden's Friday rallycross.

The de Rooy name appeared at the top of the results sheets again last Friday, when Jan de Rooy's Daf-BDA took the RTD at the Cars and Car Conversions sponsored Rallycross, which took place at Lydden solely for the purpose of ITV's "World of Sport." As well as pipping Rod Chapman by 0.8 s for best time, the Dutchman also won the six-car final which was reduced to four-cars before the end of the first lap.

Just so the broadcast wouldn't be too similar to the "Beeb's" transmissions the previous weekend, the course was changed slightly. After the usual start, the cars went half way round Chessons on the road circuit before joining the chalk, while a new track was laid down the meadow which made things a lot faster as they come off the rough and on to the tarmac. After the Elbow, only half of Hairpin was used before tackling a chalky hairpin. Part of the bank on the inside of Pits has been cut away to allow a little more room for error while the chicane was not used, a kink in the chalky pit slowing the cars a little before reaching the chalk bend. It's rather like the original circuit of four years ago.

The only dramas of practice were organisational. Practice was delayed an hour while someone organized some fire extinguishers and blankets, while Mike Smith spent some anxious moments when his Escort RS2000 spun at Pits and stalled in the middle of the circuit, the driver having to push the car out of the way himself while the marshals for some unknown reason just stood and watched. Embassy champion John Taylor was fastest in practice with the Haynes of Maldstone's Escort BDA, the local driver settling down to the "new" circuit much quicker than anyone else, although no one was particularly keen on breaking their cars in practice for they received £5 for each run they started in. As well as there being all the top Rallycross names in their usual cars there was a class for Group 1 machinery, their overall result being taken on the aggregate of two timed runs.

Hugh Wheldon had his usual Mini for this meeting, the damage Harry de Rooy had done the previous Sunday not being as bad as first thought. He won the first run after he had been led on to the chalk by David Angel's

Mini, which was soon to retire after nudging Wheldon which broke the distributor cap. Eric Nosek's Mini also retired when he spun at the bottom of the meadow, leaving second to ITV favourite Pip Carrotte (Mini). The Escort TC of Steve Isted and Derek Satterley's Mini were next up, the Rover 3.5 V8 engine Marina non starting with the big ends knocking. However neither the Escort nor the Mini finished, the Escort's bonnet popping up after 200 yards.

Keth Ripp's triple C Mini came worse off in a bit of argy-bargy in Chessons dip on the first lap, the yellow Mini finishing on its side with a deranged front corner, which left John Welch's Escort-BDA ahead of John Button's VW and Ron Douglas' Stormont Escort-BDA. Douglas pushed his way by the VW down the meadow on lap 2, and when Welch went a little wide at the Elbow on the last lap the Stormont car was through, taking the flag in 2 m 33.2 s to be fastest so far—1.6 s ahead of Welch. Jan de Rooy was given a run for his money on his first run by Tom Airey's Downton-headed Mini once John Taylor retired his Escort after missing the brake pedal at the Hairpin and overshooting the corner. Airey got inside the Daf at the Hairpin on the last lap but the BDA's extra horses powered de Rooy to the flag 0.6 s ahead of the Mini, the Dutchman predictably being fastest so far with 2 m 30.4 s. With the engine being over the driven wheels, Harry de Rooy managed to power away from Rod Chapman's Stormont Escort with the "old faithful" 1800 BDA, installed after the dramas of the previous weekend with the bigger pump. However Harry wasn't having it all his own way this week, and Chapman nipped inside second time through the chalk to post the fastest time of the first runs with 2 m 28.2 s, while de Rooy was 0.2 s quicker than his brother. The quicker Daf stopped on the slowing down lap with trouble with the high pressure pump on the fuel injection.

The Group 1s completed the first runs in which Jeff Williamson was seen in a Simca 1000, jumping Jeff having bought a couple the night before and he did well keeping up with Mike Smith's Boreham-loaned RS2000. Another with a strange mount was Ron Douglas, the Escorteer handling a

Datsun 160B which he has used in rallypoint, and scoring a 0.8 s win over Chris Daisey's Avenger. Stormont borrowed one of the AVO development RS2000 for Rod Chapman, and he duly did his duty by beating Mike Hill's Lancia.

A six car grid was planned for the opening second run but Harry de Rooy's high pressure pump was still playing up so it was reduced to five cars which Taylor promptly ran away with, equalling Chapman's leading time in the process. Don Gilham's Mini, which had the 1293 "Hot Rod" motor installed after blowing his twin cam unit, held second initially, but Douglas chopped in front of him at the Hairpin on lap 2, but he was 3.8 s behind the Haynes car at the finish. Wheldon also got by Gilham but was trailing Angel until the last lap when they again had a coming together which again resulted in Angel's retirement. A full quota of six cars appeared next, and this time Jan de Rooy upheld family honours by taking a 0.8 s flag to flag victory over Chapman, 27.0 s now being the time to beat. Welch just kept the other two in sight to improve his time by 3 s. The lads from Ripp'speed effected some quick repairs to the Ripp Mini but he was beaten on to the chalk by Nick Jesty's Wessex Racing Mini, the west countryman being assured of an easy victory when Ripp spun at the Elbow on the last lap. An improvement of 4 s was his just reward.

The Group 1s completed their contest with Hill's Lancia setting fastest aggregate by 0.8 s over Chapman. The Lancia had a comfortable victory over Charles Eveson's Avenger, while the Stormont driver had an equally comfortable win over Douglas.

With the fastest six going into the final, the leading six at the start of the final runs were: J. de Rooy, Chapman, Taylor, H. de Rooy, Tom Airey and Nick Jesty. Jan de Rooy led away the first five-car run but Douglas was hot on his heels. A little too hot however, for the Daf was nudged in to a spin at Pits on lap 2, Douglas improving to 31 dead. De Rooy restarted in third place behind Welch who failed to improve. There was drama on the line before the start of the next run, for Taylor's car was leaking petrol. A quick visit to the Paddock remedied the problem and he was able to take up his place with Chapman, these two in the same run being a rarity. Taylor was first away but Chapman found a gap through the inside at the Hairpin on the first lap, the Escorts remaining tied together throughout and 0.4 s separated them after three laps although neither improved. Wheldon won the four car Mini dice behind and he improved considerably to 2 m 21.2 s.

Three Escorts, two Minis and a Daf lined up for the final although there should have been two Dafs as Wheldon sneaked in after Harry de Rooy's troubles. Two hundred yards from the start Douglas nerved Airey off for all to see on the box. The resulting protest from Airey resulting in a stewards' enquiry which went on long after the meeting had finished. In fact at the completion of the first lap there were only four cars left, Wheldon having retired to the Paddock with a broken drive shaft. Chapman and Taylor just couldn't get past the Daf, and for the third time in six days the Dafs had been victorious, Chapman finishing 0.6 s down in second place ahead of Taylor and Douglas.

PAUL KING

1 Jan de Rooy (2.0 Daf 55 BDA) 1 m 27.0 s, 2 Rod Chapman (1.8 Ford Escort BDA) 2 m 27.8 s, 3 John Taylor (2.0 Ford Escort BDA) 2 m 28.2 s, 4 Harry de Rooy (2.0 Daf 55 BDA) 2 m 30.2 s, 5 Tom Airey (1.5 Mini) and Ron Douglas (1.8 Ford Escort BDA) 2 m 31.2 s. Final: Jan de Rooy 2 m 26.0 s.  
Group 1 aggregate results: 1 Mike Hill (1.6 Lancia HF) 5 m 24.2 s, 2 Rod Chapman (2.0 Ford Escort RS2000) 5 m 30.0 s, 3 Charles Eveson (1.5 H. man Avenger) 5 m 39.4 s, 4 Tony Johnson (1.6 Ford Escort Mexico) 5 m 43.4 s, 5 Ron Douglas (1.6 Datsun 160B) 5 m 44.2 s, 6 Chris Daisey (1.5 Hillman Avenger) 5 m 46.0 s.

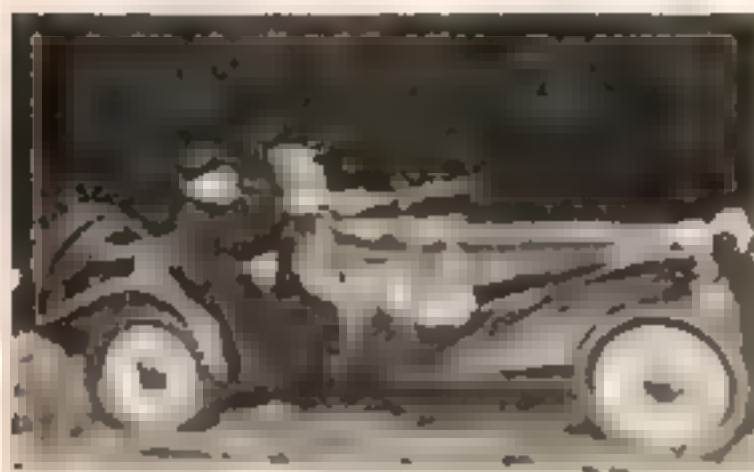


## Priddle's new Funny car



Dennis Pridde's new factory-backed Chrysler Avenger Funny Car which had a shake-down run at Santa Pod recently when it performed an enormous 'wheelie.' The engine is from the team's AA fuel dragster "Mr Six" which still holds the UK record of 6.59s. Next year should see the first British Funny Car into the sixes.

## Moffatt's territory



Fun for Mac Hazlewood and Mrs Bradley in  
his below

Bill McFall, who over the years, has proved beyond doubt that Hoo Farm, Midderminster, is one of his favourite sites, scored yet another victory there last Sunday when he easily won the 17th round of this year's BT & RDA Production Car Trials Championship.

After an early flurry with markers and getting stuck which resulted in 18 marks being dropped on the first 12 hills, Moffatt waltzed round the next 28 sections dropping only six more marks for a total of 24 marks and an index of 62 per cent. In the championship battle Denis Wells duly gained his seventh class win with the Skoda Octavia and emerges as an even more potent champion while Alf Williams was pleased with his first really big success with his Allegro pipping Phil Darbyshire's Clubman GT on furthest cleanest. Twenty nine entries were attracted to the Hagley & District LCC event which would probably not have ended until after dark but for a misunderstanding with the landowner which caused four hills to be scrubbed.

Man of the day among the front engine FWD competitors was Alf Williams with his Allegro. Throughout the day he was there or thereabout without actually making a big dash into the lead and this consistency when those around were erratic, won him the award.

On paper Williams beat Phil Darbyshire on furthest set cleanliness and Darbyshire will probably kick himself for another week for dropping 11 marks for getting stuck on a lump at the first section of the day. Initially the main challenge to these two came from Geoff

Spencer and Brian Midgley, the BT & RDA secretary showing a welcome return to form. However as the course dried out Darbyshire and Williams pulled away from the pack. Spencer and Midgley dropped back and John Hodgson brought his Mini into third after being a lowly sixth at the break.

If the Skoda Octavia will stay together long enough for Denis Wells to win his class on the last two events, he will be champion say the experts. Midnight oil has been burnt by those who run the championship and if Wells, who won on Sunday by 29 marks from Mike Stephens (Mexico), gets his maximum nine class wins, his scores in other events will give him the edge over Spencer. However he is not home and dry yet, though the way he dealt with Stephens, Phil Shaw and Dave Slater, gave little indication that he may be suffering nerves. He dropped 62 marks in the morning burst to leave the opposition by 21 marks and this he increased marginally to finish with 97 marks, with Stephens on 126 marks and Dave Slater taking third on 141 marks.

The sports car class lost Don Hobbs early on when he broke another gearbox on his Midget and with Brian Betteridge absent Mike Harrison had none of the major competition he expected. However, with the Dellow's running in his class, he had no chance of a class win.

Despite this he soldiered on to take the class on the day with 124 marks with Jean Hazlewood second in her Sprite on 158 marks, with Robert Goodwin, also in a Midget, returning a total of 173 marks to be third in category and best novice.

Moffatt took on three Dellowas, the biggest threat to his claim to another Hagley title and he smacked the bottoms of all of them including Mac Hazlewood who had found some different tyres and began to run out of puff because of the grip! Moffatt took off into the distance from the start leaving Hazlewood and Nigel Brown to battle for second and third spots. Hazlewood held the initial advantage—by two marks at lunch—but late in the day Brown came back to pip him by six marks with a 43 marks total, but 19 marks behind Moffatt, who with a nett score of one point moved into third place in the championship.

Overall W Mean = 24 marks out of 40  
 winners A W 1st A 2nd 1st mark  
 Sh 16 A 2nd 1st mark 1st mark 1st mark 1st mark  
 mark 1st mark 1st mark 1st mark 1st mark  
 BT & NDA Championships 1st mark 1st mark 1st mark  
 RA 3. McNair 87 4 Harsen 87 5 Harsen 87

## News . . .

● The Ivor Oxenham Cup for best performance in the Burnham-on-Sea production car trial at Goblin Combe, Redhill, near Bristol, last Sunday, went to Dave Harris in his Cortina 1500. On the 20 sections he dropped 47 marks to beat a field of 34 competitors by nine marks. Better known for his performances on the racing circuits Jonathan Buncombe took the FEFWD class in a Mini from Dave Gilbert by 11 marks while the Ellis family dominated Class 3 with Paul beating Martin by four marks. Dennis Bidwell (VW) and Ben Sheppard (Imp) tied on 75 marks each in the rear engined class, Bidwell taking the honours on furthest cleanest.

Overall 0 Marks (Correct 47 marks lost Class  
 Maths ✓ But cmbs M m 66 marks P. Jenkins  
 A. & 94 marks P. E. is Popular 56 marks, D  
 R. J. V. W. 75 marks Ladies: Mrs Hazel Ellis  
 P. J. A. 80 marks Mexico: A. J. Present (Copper),  
 79 marks

● Forsaking the championship trail RAC Production Car Trials Champion Mike Hinde stayed near home last weekend to participate in the Chester MC's event at Afonwen, near Denbigh, winning the event easily with the Clan Crusader. Hinde took the Milton Cup yet again with a total of 30 marks lost on the 30 sections, beating Mike Leach (Imp), by the huge margin of 56 marks.

Collin Mack (Avenger Tiger) and Roy Lewis (Escort GT), enjoyed the best of the class battles, Mack winning by five marks and Barry Parker (Cooper S) had an 18 mark margin over Miss Muriel Banks (Cooper) in the FEFWD category.

Overall M Mide FCran Crusader 30 marks last  
 Class winner B Parker (Copper 3) 130 marks C  
 M & A Ayrer Tiger 115 marks W Kenc MCB GT  
 10 marks M Lee & Imp, 80 marks M Apples  
 10 marks GT 80 marks

● Heavy rain caused several headaches for the organisers of the Matlock & District DFS Rally last weekend, a section with a ford in Berrisfordale having to be scrubbed after a competitor drowned out and two whites in Haydale and Woodale were also high impassable due to the weather. Although lateness was extended at half way by an hour to allow delayed crews to catch up many decided to turn for home and only 58 of the 116 starters were classified at the finish.

Victory went to Graham Beardmore and Martin Phoff in their Firenze who dropped 24 m on a tough 175 mile event all within OS 111. They finished 5 m ahead of Tony Hart N Daws (Mexico) but the next four crews were tightly bunched only 4 m apart.

Ninth overall and semi-experts class winners were D. Frattaroli/A. Cosway (Anglia) while the novice winners Wade/Stanley (Vogue) dropped 46 m and finished a creditable 18th

1 G. Boardman M. Pham (French) 28 m  
 2 H. Hagg Mado AX 21 30 m 4. 4. Harris O. Fog  
 3 J. L. L. 33 m 5. 5. Barker A. Ch. stapher  
 6 J. L. 33 m 6. 6. Bamford 3. Bamford 185 600  
 7 33 m 8. 8. Frater 3. A. Cosway (Anglia)  
 9 33 m 9. 9. Wedderburn/Vogel 40 m

● One of the most valuable trophies ever to be awarded for a production car trial, its current value is about £150, was won last Sunday by Ron Grimwood at the Exeter MC's production car trial at Livings Hayes Farm, Silverton, Exeter. The award is the Dartmoor Shield which was last presented to a club member in 1923 and had been absent from the awards lists ever since. It was recently re-presented to the club, one of the oldest in the country.

To win the coveted trophy Greenwood had to beat a field of 24 competitors and he dropped 35 marks in his Escort Estate to win the 16 section event on Index. The day's lowest total went to Sam Crocker in his Cannon who dropped four marks.

Open A Greenwood (Estate Estate) 35 marks Joss  
Class winners P Lott M n 9) marks N Oyer  
Ang a 7) marks K Singh (imp) 40 marks S Crocker  
Lannon 4 marks



# Special stage

## TRIAL

### Moss' comeback



Stirling Moss with Autocar editor Peter Garnier last Sunday

The Kentish Border Car Club's November Trial last Sunday saw the return to motor sport of Stirling Moss—not the glamour of the North track but the slippery slopes of the North Downs just along the lane from Brands Hatch. The trial counting towards the Semperit/BTARDA Gold Star series attracted over 30 top contenders, and with blue skies above the occasion was well supported by spectators. Everyone had a great day's sport and the sporting trials followers had their fill

of flying machines showing their bellies as their masters flung them up the hills.

The nine hills contained some crafty turns, and some of the sections in the woods had the added problem of tree roots to cock the wheels at even more alarming angles. Scores were generally high, although Peter Highwood and Jeremy Fack managed respectable scores of 26 marks apiece. Ivor Portlock was next best on 33 followed by Gordon Jackson and Jack Pearce both on 39. Stirling Moss with Peter Garnier keeping the other side down notched an encouraging 58, although another race star Tony Brise was less happy and retired his machine before the end of the first round.

The second round was a continuation of the first nine hills, and by now the drier layers of soil had come to the top. As a result marks became more difficult to lose, although some still managed to do the impossible and fell further down the leader board. However, Denis Allen in his cut about Cannon amazed himself and others with a devastating round of a mere 5, which pulled him into second place at lunch, 3 points behind the leader Peter Highwood.

After the topping of tanks and bellies the assembly took to the hills for the final afternoon round, followed by the growing throng of free looking followers. Despite the steep climbs the sporting trialists made the impossible look possible, which amazed the new lookers. Denis Allen proved that his second round score was no fluke, and added only 7 marks to his total which won him the trial. Peter Highwood dropping an 11 on his last hill lost the trial, but others would have won but for the 11 factor—which is very much a part of sporting trials. Ivor Portlock equalled Denis Allen's final round and slipped into second place, ahead of Peter Highwood with Gordon Jackson 2 marks away. Julian Fack drove well into fifth place ahead of the current championship leader Jack Pearce. Stirling Moss took the Semperit shod Cannon into 16th place, which was a promising start to his new-found career, and one which at least could give him a world title.

Overall 1. J. Allen Cannon 34 2. P. Portlock 33 3. G. Jackson 39 4. J. Fack 39 5. J. Pearce 39 6. S. Moss 58 7. P. Garnier 58 8. T. Brise 58 9. D. Allen 5 10. P. Highwood 11 11. J. Fack 11 12. J. Fack 11 13. J. Fack 11 14. J. Fack 11 15. J. Fack 11 16. J. Fack 11 17. J. Fack 11 18. J. Fack 11 19. J. Fack 11 20. J. Fack 11 21. J. Fack 11 22. J. Fack 11 23. J. Fack 11 24. J. Fack 11 25. J. Fack 11 26. J. Fack 11 27. J. Fack 11 28. J. Fack 11 29. J. Fack 11 30. J. Fack 11 31. J. Fack 11 32. J. Fack 11 33. J. Fack 11 34. J. Fack 11 35. J. Fack 11 36. J. Fack 11 37. J. Fack 11 38. J. Fack 11 39. J. Fack 11 40. J. Fack 11 41. J. Fack 11 42. J. Fack 11 43. J. Fack 11 44. J. Fack 11 45. J. Fack 11 46. J. Fack 11 47. J. Fack 11 48. J. Fack 11 49. J. Fack 11 50. J. Fack 11 51. J. Fack 11 52. J. Fack 11 53. J. Fack 11 54. J. Fack 11 55. J. Fack 11 56. J. Fack 11 57. J. Fack 11 58. J. Fack 11 59. J. Fack 11 60. J. Fack 11 61. J. Fack 11 62. J. Fack 11 63. J. Fack 11 64. J. Fack 11 65. J. 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## GULF TAUNTON

# Brookes narrows Rockey's Mexico series advantage



With one more round of the championship to go, Nigel Rockey and Paul White face a tight points challenge from their nearest rivals, Russell Brookes and John Brown (pictured above)—only nine points separate them after Saturday night's Taunton Rally, round 14. The 200-mile event, based around Taunton and Exmoor, was fought out over treacherously slippery Somerset lanes to an exciting close finish. Overall winners were Bob Davies and Neil Arnold (Escort RS1600), with the Brookes/Brown leading Mexico just 40 s behind, and the White/Rockey Mexico in third place 35 s behind Brookes. Despite a shattered windscreen in their Escort TC, Andy Butt and Dave Thomas came in fourth, chased hard by Andy Dawson and Peter Bryant's Mexico. The result means that Rockey and White hold their championship lead with 101 points, while Brookes/Brown have scored 93. The final round is the Virgo Galaxy Rally on November 24-25 and if Brookes is the leading Mexico, Rockey must finish in the first five to take the title.

## BRANDS HATCH continued

In his self-built car, but finished 0.4 s behind.

The up to 850 cc special saloon race was a flag to flag victory by Alan Rodgers, well known for his 1300 cc exploits. Although it sounds easy, it certainly wasn't for he was kept very much on his toes throughout by Bob Shepherd, who all but took the Vickers Mini on the last lap, but never quite made it, the margin being 0.2 s. Behind these two, David Enderby's pole position Mini was slowly caught by Graham Sayer, Alan King and Gerry Glass, but King managed to get himself out of the bunch, leaving Sayer closely followed by Enderby with Glass a little farther away.

There was a drop of bubbly with the chairman of Dartford council and the Dartford cup for the winner of the Formula Ford race, but pole position man was never to leave the line, for Peter White's Palliser-Rowland WDF 2 would not keep running, and despite a push start, it wouldn't restart after the engine died on the line. Although Syd Fox (Hawke-Lloyd DL 11) was first into Paddock, it was a hard charging Mike Blanchet who seems to have been figuring quite a lot recently in his Lotus-Scholar 61, who emerged in front for a lap. These two were followed by Bob Arnott, this week (and for the next four) forsaking his much travelled Merlyn for Donald MacLeod's Van Diemen-Scholar AF 73 loaned by the works in case Bob should want to continue in Formula Ford next year. Behind him came Phil Dowsett's Titan-Titan Mk 6, and these four were the only ones in it. Fox took Blanchet into Paddock on lap two, and Arnott got his at the same place three laps later, although Blanchet hung on to finish third from Dowsett, Tony Broster drove his Dulon out of a huge bunch dying for fifth, from Michael Morland's early Elden. Next week, the same faces reappear, although

Arnott swears the winner won't be the same.

Next up were the up to 1.0 special saloons which became a walkover for Chrysler, the Carter-engined version of John Homewood, leading home and having quite a lot of trouble from the Irish saloon car champion David Hall, who works for Chrysler in Ireland. David Hall's similarly engined Fraser car was as close as any Imp has got to Homewood this season leading him for a lap, and just to back up the British Leyland defeat, Mike Chapple beat off Mo Mendham's Mini to finish third, with Mendham fourth. Yet another Imp had also been well in contention, but had a doughnut shear when in fourth.

Bob Jarvis was driving the smallest car in the modsport race, but it didn't stop him from taking victorious 1.1 Davrian-Carter to a flag to flag victory. However, he had an early challenge from John Miles' well campaigned 1.8 Turner, but Miles had an "off" at the entrance to Clearways after two laps leaving Jarvis an 8 s lead over David Hipperston, who is rapidly showing as much form in his 1.3 MG Midget as he did last year in his 1.0 Mini. However, Jarvis never let up and the Davrian won easily by 22 s. Hipperston had shaken off the well known Turner of Tony Dunderdale, as did John Dudley (3.0 Marcos) who finished third, winning the large class.

The two larger special saloon classes came up to finish the day by 3.45 pm. Gerry Marshall's Firenze looking none the worse from its thunder and lightning bank incident, to lead the race in similar flag to flag style as Jarvis'. Nick Whiting screamed his FVA-engined Escort round behind the flying Marshall but was never in contention. Third and first in the smaller class was contested between Ian Bax' 1.3 Mini, Terry Harmer's similar car, and Brian Davison's Viva, the place going to the latter with Bax next and then Harmer. Jeff Allam's Viva had also been

## RALLY

### Keeping to rules

Keeping to their rule of giving falls to any crews found using too many lights in quiet zones and excluding anyone with two falls for a similar offence, Birmingham University MC caught out many favoured crews on their 150-mile November Rally last Saturday night which started in Ryton-on-Dunsmore and concluded near Banbury. Best known crew to suffer this fate were Chris Jones/Greg Grierson-Rickford in their Imp who were doing well at the time while another crew up with the leaders until 10 miles from home were Dave Thew/Chris Wren who drove their Mexico into a deep ditch.

Winners, from the Bedford club, were John Halle and Dave Lee in an Avenger who dropped 4 m, 2 m up on G. Hayes/M. Fellows (Imp), who took runner-up award on furthest cleanest from G. Thomas/M. Moore (Cortina Estate), the capacity rule applying. Fourth, and best BUMC crew, were Martin Roberts/Steve Witham (Mini) who dropped 7 m and were one of three crews in a similar position.

Overall 1. J. Halle/D. Lee (Avenger) 4 m 2. G. Hayes/M. Fellows (Imp) 5 m 3. G. Thomas/M. Moore (Cortina Estate) 6 m 4. M. Roberts/Steve Witham (Mini) 7 m 5. L. Parsons/A. Ridgely (Cheney) 7 m 6. V. Davie/J. Rogers (Mini) 7 m 7. Hayes/M. Moore (Cortina Estate) 8 m 8. Roberts/Witham (Mini) 9 m 9. J. B. Jones/G. Grierson-Rickford (Imp) 10 m 10. D. Thew/C. Wren (Mexico) 11 m 11. J. B. Jones/G. Grierson-Rickford (Imp) 12 m 12. J. B. Jones/G. Grierson-Rickford (Imp) 13 m 13. J. B. Jones/G. Grierson-Rickford (Imp) 14 m 14. J. B. Jones/G. Grierson-Rickford (Imp) 15 m 15. J. B. Jones/G. Grierson-Rickford (Imp) 16 m 16. J. B. Jones/G. Grierson-Rickford (Imp) 17 m 17. J. B. Jones/G. Grierson-Rickford (Imp) 18 m 18. J. B. Jones/G. Grierson-Rickford (Imp) 19 m 19. J. B. Jones/G. Grierson-Rickford (Imp) 20 m 20. J. B. Jones/G. Grierson-Rickford (Imp) 21 m 21. J. B. Jones/G. Grierson-Rickford (Imp) 22 m 22. J. B. Jones/G. Grierson-Rickford (Imp) 23 m 23. J. B. Jones/G. 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## SILVERSTONE

## Sports car battle



John Corfield on his BTD run at Woodcote with the Martin-FVA

The second of the Silverstone Sprint Championship series was run by SODC with an excellent entry in fine conditions. There was a tremendous battle for BTD between eventual winner John Corfield in his Martin BM16 FVA and Frank Aston's similarly powered Gropa, the two making exactly equal times on their first runs (2 m 07.0 s) which John later improved to 2 m 07 s whilst Frank had gear-changing trouble and had to settle for second place.

So far as the Sprint Championship points were concerned, there continued an anomaly in the road-going class for up to 1000 cc saloons which first came about the week before with what appeared to be a hasty road-equipped, full-race Mini hammering around 8 s faster than anyone else in the class, complying perhaps with the letter of the rules but probably excludable under the provision for removal of cars out of the spirit of the regulations. It is also very unfortunate that several extremely keen entrants who have made good scores at the first event have been refused entries from events later in the series in favour of "casual" entrants not interested in the Championship. This state of affairs does nothing for what is otherwise an extremely good series for the clubbie enthusiast. Perhaps those who wish to run in the championship could enter all the events before the series starts and have their entries guaranteed.

Anyway, the event commenced in good time and Malcolm Allen's Mini notched up another high score in the first of six classes for saloons of which the first three were for road-going cars. Fred Marriott's 1278 cc Cooper dominated the second class with Ian Richardson just over a second in arrears in wife Pauline's car. The over 1300 cc class held a GM versus Ford battle with Gerald Davis' Firenze averaging just a second a lap quicker than Graham Ayris' 3-litre Capri.

The racing saloons up to 1000 cc bowed to Colin Rogers' well-known Mini although Alan Cox wasn't far behind in his hill-climb Mini, now with an "S" motor fitted. Several non-starters dogged the two larger racing saloon classes but David Carwell ran his immaculately prepared 1275 Mini to a class win in the 1300 class and Chris Hill held off a strong challenge with his Anglia 1.6 against Graham Masters' similar car and Wridgway Horton's famous 3.8 Jaguar.

The production sports cars were split into six groups in the same way as the saloons,

three for road-going cars and three for racers. In the smallest capacity road-going class Brian Tavender suffered one of his rare defeats, his new G15 being beaten by Alan Bishop's rally prepared Davrian which did two, identical times of 2 m 31.8 s against Brian's second run best of 2 m 32.8 s. In class 2B for 1300-3000 cc road cars there was an enormous battle between the Torino-shod Elan Sprints of Paul Berman, Raymond Kershberg and Paul Simmons, finishing in that order with 2 m 32.2 s, 2 m 32.4 s and 2 m 34.2 s. An almost equally exciting battle in this class took place between an enthusiastic group of Morgan 4/4 owners, headed by Charles Smith's twin-cam version. Morgans also ran in the big-capacity road-going class, the Plus 8s of Malcolm Hayward and Herb Hester ending with identical times of 2 m 33.8 s, Malcolm getting the class on aggregate of his two runs.

The racing production sports cars up to 1300 cc was led by Russ Ward's much hill-climbed Sorite although Peter Winter's Midget came within half a second of him on the second run. Mike Overton found himself the only runner in the 3000 cc class in his ex-Judy Andreasson Marcos but nevertheless did two excellent runs, the fastest being 2 m 23.8 s. This was competitive with the next class in which Maurice Gates' TVR Tuscan battled with Don Oxborough's blown E-type which went sour on its second run, leaving Maurice with a clear win on his second try with a dramatic improvement to 2 m 19.2 s.

Incredibly in the single seater class, John Frampton's well-developed Terrapin was only beaten by one of its rivals, David Render's superb ex-Spencer Elton Brabham BT29. The little rear-engined device of only 1100 cc scorched round in fine style ahead of a great deal of bigger machinery. The biggest and smallest sports racing car classes each held only two competitors, each in shared cars so that most of the interest centred on the BTD battle between Frank Aston and John Corfield with John emerging the winner.

BTD John Corfield (1.6 Martin BM16 FVA), 2 m 07.0 s. Class winners: M. Allen (1.9 BMC Mini Cooper), 2 m 44.8 s; F. Marriott (1.3 BMC Mini Cooper), 2 m 43.2 s; G. Davis (2.5 Vauxhall Firenza), 2 m 37.8 s; C. Rogers (1.0 BMC Cooper S), 2 m 37.4 s; D. Carwell (1.5 BMC Cooper S), 2 m 32.4 s; C. Hill (1.8 Ford Anglia TC1), 2 m 26.8 s; J. Emsw (1.0 CSM Ford), 2 m 53.4 s; F. Aston (1.6 Gropa FVA), 2 m 07.6 s; M. Hutchins (1.6 Mx Jock U2 BMC), 2 m 23.8 s; D. Render (1.6 Brabham BT29 TC), 2 m 12.4 s; M. Gates (4.7 TVR Tuscan Ford), 2 m 19.2 s; M. Overton (1.6 Marcos Ford), 2 m 23.8 s; R. Ward (1.3 Aiden Sprint), 2 m 27.4 s; M. Hayward (1.5 Morgan +8), 2 m 33.8 s; P. Berman (1.6 Lotus Elan Sprint), 2 m 32.2 s; A. Bishop (1.6 Davrian Imp), 2 m 31.8 s.

Ladies' interest: Angela Martin (1.0 Mini), 2 m 51.6 s.

## News...

● Winners of the event for the past three years Peter Kirk and John Vipond did not win last weekend's Esso Uniflo Bullough Trophy Rally, organised by Kirkby Lonsdale MC over a 180-mile route in Lancs and Westmorland. After holding a tenuous lead at half way they drowned out their RS1600 on the notorious white known as Sandbeds and victory went to Roy Mattle and Peter Ward in their Escort TC. Infrequent but heavy showers made life difficult throughout the night and the event carried only one selective of just over three miles. Fastest on this were Loll Catterall/Robert Hughes (Escort Sport) in 1 m 0 s, who finished fourth overall with Keith Watkinson/Jeff Smith (Mexico), second on 1 m 12 s. The event counted towards the Association of Northern Car Clubs Championship and attracted 90 competitors.

Overall: 1. R. Mattle/P. Ward (Escort TC), 23 m 37 s; 2. K. Watkinson/J. Smith (Mexico), 27 m 12 s; 3. P. Kirk/J. Vipond (RS1600), 31 m 30 s; 4. L. Catterall/R. Hughes (Escort Sport), 32 m 9 s; 5. G. Scurrah/R. Mutton (Escort RS), 32 m 21 s; 6. T. Stone/A. Joseph (Escort RS), 33 m 36 s; Novice: R. Gough/T. Garner (2x Mini).

● Peter Davies took his Mini to overall victory for the second year in succession when Hereford MC ran their winter production car trial at Lye Court Farm, Birley, near Hereford, last Sunday. On the 23 sections Davies dropped 51 marks and to complete their day his wife Valerie pipped autocross driver Mike Turpin to win the class by two marks in the same car.

Dave Boswell (Cortina) was an easy winner of the conventional saloon class on 84 marks, 32 marks better than Trevor Geens (Mazda 1300) who pipped club chairman Len Evans (A40) by four marks. The Imp of Roy Steane was the best of the five rear-engined entries, finishing with the day's lowest total 34 marks and the Cooper of G. Ridge had a seven marks win in the class for cars with town and country tyres his Cooper dropping 77 marks.

Overall: P. Davies (Mini), 51 marks (best); Class winners: M. V. Davies (Mini), 77 marks; D. Boswell (Cortina), 84 marks; R. Steane (Imp), 34 marks; G. Ridge (Cooper), 77 marks; Ladies: M. Geens (Mazda), 135 marks.

● John Hannis won the Stroud MC Club Championship last Sunday when he scored his third win of the year in a production car trial. With 30 points from the three wins he took the club's Minko Cup for the first time in two years of competition. Driving his Imp Hannis won the last of the three trials this year, at Sedgemoor Farm, near Stroud, with the loss of 39 marks beating Darryl Smith's Imp by 17 marks on the 24 sections.

The amalgamation of the first three classes produced a clash between a sports car and an FEFWD car for first place, the Midget of Geoff Cox beating Roger Hook's Mini by four marks. In the other class Smith beat Brian Moss (Husky), by nine marks with John Street (Imp), third on 70 marks.

Overall: J. Hannis (Imp), 30 marks (best); Class winners: G. Cox (Midget), 33 marks; D. Smith (Imp), 34 marks.

● With 1½ laps of the Oliver's Mount circuit at Scarborough included in the 11 stages, last Sunday's Parish's stages rally organised by 62 CC attracted a lot of attention throughout the 125-mile route which also included two airfield circuits and the Flamingo Zoo Park. After a tight situation at half-time when only 2 s covered the first three crews, Pip Dale and Keith Steel came through to victory in their Firenze on 9 m 35 s, only 8 s ahead of Tony Baines/Alex Walker in an RS1600. Less than a minute covered the next four crews who were led by the Volvo-engined Escort of Mr and Mrs W. Lumb while novice award winners A. Rigglesworth/A. Bolch (Cooper) finished eighth overall in a field of 100 competitors.

1. P. Dale/K. Steel (Firenze), 9 m 35 s; 2. T. Baines/A. Walker (Escort RS), 9 m 44 s; 3. W. and Mrs Lumb (Escort Volvo), 10 m 3 s; 4. J. Stephenson/E. Genderson (Escort RS), 10 m 10 s; 5. M. Curry (Mumfrey Escort), 10 m 42 s; 6. M. Rawson/S. Davey (Alcona), 10 m 52 s; Novice: A. Rigglesworth/A. Bolch (Mini-Cooper), 11 m 7 s.



## 49







## Sports and Performance Cars 54-53 • Racing and Competition Cars 54-60 • Autoguard Market Place 61-63



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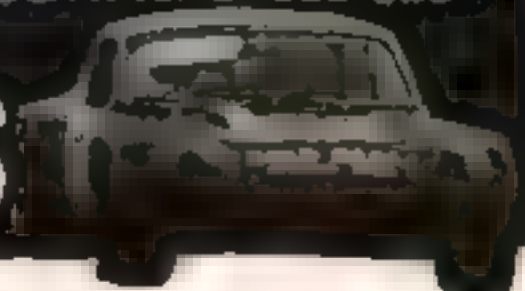


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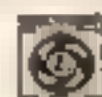


PLUS TWO 5 130/4 Male c sat green  
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PLUS TWO 5 130/3 Rman purple  
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BMW 2800 ES COUPE Manual gearbox  
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MGB ROADSTER 1973 Harvest gold  
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BMW 1600 COUPE 1971 Maroon with  
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MGB ROADSTER 1972 Bronze yellow  
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LOTUS ELAN 1.6 S.E. CONVERTIBLE  
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ALFA ROMEO 1750 GTV SPRINT  
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Aston Martin 1971 1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7  
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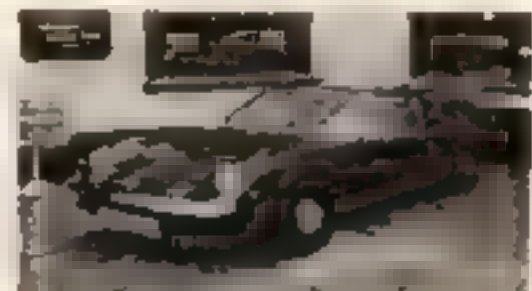
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RELIANT SCIMITAR GTE 1968  
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LOTUS ELAN SPRINTS 1970 1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7  
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## 1293cc COOPER S

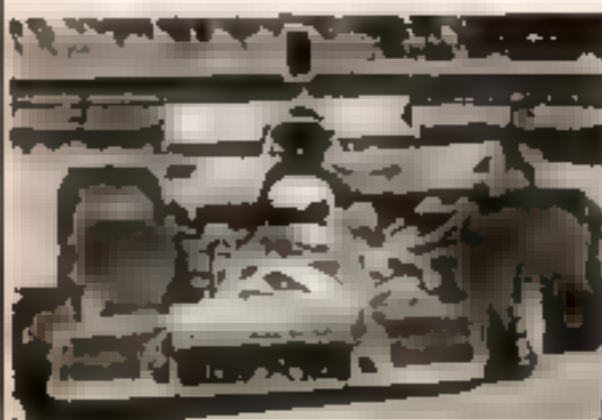
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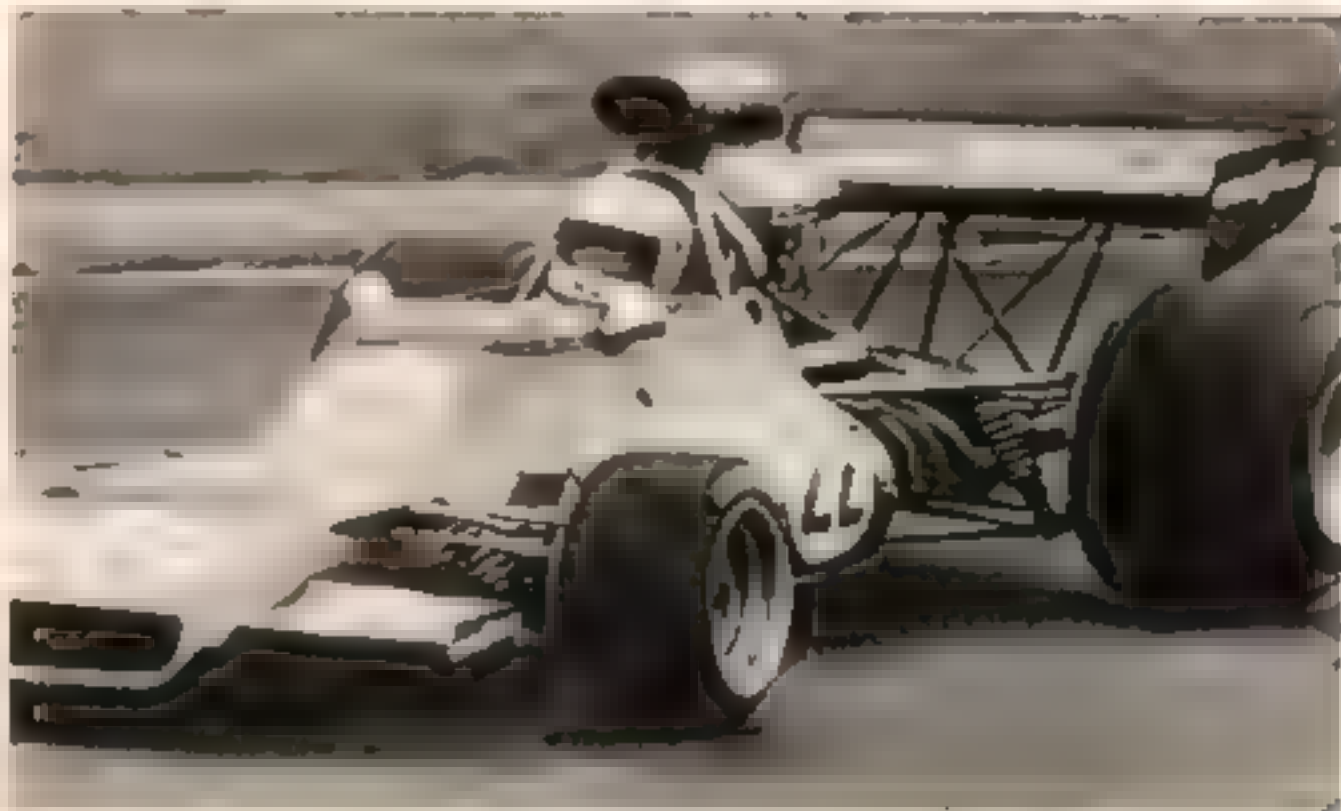
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**FRONT**

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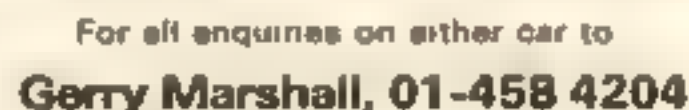
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P. 2 apparently attempting to take a 2nd ring station. Bomber also ramps. Pierce  
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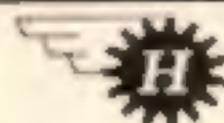
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